

JONES & TAYLOR.  
Stereotypes and Contractors.  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.  
Sole Agents for the  
UNITED ASBESTOS COM-  
PANY, LTD. LONDON.  
DODWELL & Co., Limited,  
General Managers.

NEW SERIES No. 1373. 日九十月十年五十二精光 TUESDAY, NOVEMBER 21, 1899.

二拜禮 號一廿月一十英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 12,000,000  
CAPITAL UNCALLED ..... " 12,000,000  
RESERVE FUND ..... " 7,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIN.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY.—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

4% " " 6 " " 4 " "  
3% " " 3 " " 3 " "  
S. CHOI, Agent.  
Hongkong, 4th October, 1899. [382]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Tails.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.  
CHIEFOO. SINGAPORE.  
CHINKIANG. SWATOW.  
FOOCHOW. TIENTSIN.  
HANKOW.

THE Bank purchases and receives for collection  
bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
3% per Annum Fixed Deposits for 3 months.  
4% " " " 6 " "  
5% " " " 12 " "

E. W. RUTTER,  
Acting Manager.  
Hongkong, 21st November, 1899. [1237]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$1,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
R. M. GRAY, Esq., Chairman.  
N. A. SIMS, Esq., Deputy Chairman.  
David Meyer Moses, Esq.

E. Goetz, Esq. A. McConchie, Esq.  
A. Haupt, Esq. A. J. Raymond, Esq.  
R. H. Hill, Esq. P. Sachs, Esq.  
The Hon. J. J. Keswick. R. Shewan, Esq.

CHIEF MANAGER:  
Hongkong—Sir THOMAS JACKSON.

MANAGER:  
Shanghai—J. P. WADE GARDNER, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 1/2 per cent. per Annum.  
For 12 months, 4 1/2 per cent. per Annum.

THOMAS JACKSON,  
Chief Manager.  
Hongkong, 16th October, 1899. [9]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may  
be obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER  
CENT. per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, 1st August, 1895. [10]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital ..... £1,000,000  
Paid up Capital ..... £134,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—  
Chan Kit Shan, Esq.  
Chow Tung Shang, Esq. Kwan Hoi Chuen, Esq.  
D. Gillies, Esq. J. T. Lauts, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%  
Hongkong, 30th May, 1899. [8]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £800,000  
RESERVE FUND ..... £500,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months ..... 4 per cent.  
" " " 6 " " 3 " "  
" " " 3 " " 3 " "  
T. H. WHITEHEAD,  
Manager, Hongkong.  
Hongkong, 20th May, 1898. [13]

## Intimations.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(cont.)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

LONDON, &c., Bengal \* S. Barcham Noon, 25th Nov. Freight or Passage.

SHANGHAI \* Coronandul \* F. W. Vibert, R.N.R. About 25th Nov. Freight or Passage.

LONDON \* Malacca \* E. G. Andrews About 30th Nov. Freight or Passage.

LONDON \* Japan \* G. K. Wright, R.N.R. About 14th Dec. Freight or Passage.

\* (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 18th November, 1899. [5]

### IMPERIAL GERMAN MAIL LINE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES,  
GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

KONIG ALBERT WEDNESDAY, 13th December.

PRINZ HEINRICH WEDNESDAY, 27th December.

PREUSSEN WEDNESDAY, 10th January.

KARLSRUHE WEDNESDAY, 24th January.

SACHSEN WEDNESDAY, 7th February.

OLDENBURG WEDNESDAY, 21st February.

HAVERN WEDNESDAY, 7th March.

STUTTGART WEDNESDAY, 21st March.

KONIG ALBERT WEDNESDAY, 4th April.

WEIMAR WEDNESDAY, 18th April.

PREUSSEN WEDNESDAY, 2nd May.

HAMBURG (Hamburg Amerika Linie) WEDNESDAY, 16th May.

PRINZ HEINRICH WEDNESDAY, 30th May.

ON WEDNESDAY, the 13th day of December, 1899, at 11.00 a.m. the Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD, Captain O. Coppers, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 11th December, Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 12th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

### NORDDEUTSCHER LLOYD.

For further Particulars, apply to

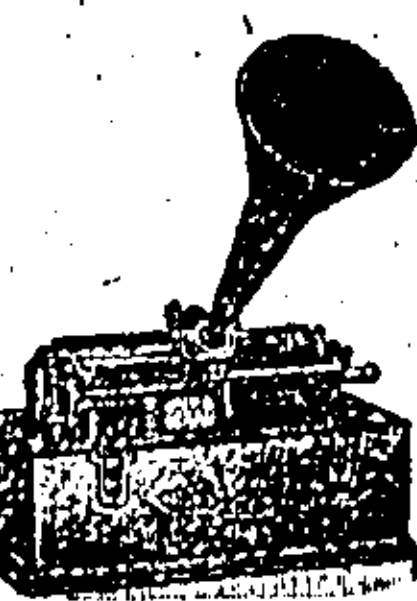
MELCHERS & CO.,

AGENTS.

Hongkong, 17th November, 1899. [13944]

NEW ROOMS  
At Moderate Daily Rates.

HONGKONG  
HOTEL.



### PHONOGRAPHS.

THE NEW HOME PHONOGRAPH

(GENUINE EDISON) WITH FITTINGS.

PRICE \$80.

LANE, CRAWFORD & CO.

NOW ON VIEW.

A SPLENDID COLLECTION OF

### XMAS TOYS & FANCY GOODS.

W. POWELL & Co.,

Immediately Opposite P.O., 1st floor.

N.B.—In order to keep our Stock up to date, we are receiving a fortnightly  
consignment of goods.

W. J. TERRELL.

## Intimations.

### CHOICE SELECTION OF SWEETS.

JUST LANDED.

IN SPLENDID CONDITION.

"Reviving Sweets repair the Mind's Decay."—Pope.

### CADBURY'S CHOCOLATE CREAMS,

A LARGE VARIETY IN FANCY BOXES, AT POPULAR PRICES.

PASCALL'S GOLDEN MALTEX, EVERTON TOFFEE,  
LEMON BARLEY SUGAR, ALMOND FLOTS,  
RASPBERRY DROPS, APRICOTINES.

### Watkins, Limited,

66, QUEEN'S ROAD CENTRAL, HONGKONG.

[14]

### UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

FOR THE

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.....THOMAS SKINNER.

SUPERINTENDENT.....ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

27] CITY OFFICE, 7, Duddell Street.

Hongkong, 31st October, 1899.

### PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS,

1,350 feet above sea level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

A. MOIR, Manager.

28] CITY OFFICE, 7, Duddell Street.

Hongkong, 31st October, 1899.

### B L A T Z,

A LIGHT, SPARKLING  
AMERICAN BEER,  
WELL BREWED AND CAREFULLY BOTTLED.

SOLE AGENTS:—

H. PRICE & Co.,

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD.

Hongkong, 17th October, 1899. [20]

JUST LANDED.

### GIESLER & CO'S CHAMPAGNE.

In Magnums—Bottles and Half Bottles.

One of the most popular Brands in ENGLAND and the UNITED STATES.

### CALDBECK, MACGREGOR & CO.,

Sole Agents for

Hongkong, China, Japan, the Strait Settlements,

the Philippines and British North Borneo.

Hongkong, 18th October, 1899. [15]

### THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1899. [36]

## SITUATION WANTED.

A YOUNG MAN, East Indian, seeks Em-  
ployment as a CLERK. Very good  
Correspondent. Excellent Testimonials.

Address:—

"N."

c/o Office of This Paper.

Hongkong, 18th November, 1899. [14404]

## TUITION IN DANCING.

MR. A. HAHN'S DANCING CLASSES  
will re-commence on 1st November next.  
Intending Pupils are respectfully requested  
to send their Applications Early in order that  
Time and Terms may be arranged.

A. HAHN,  
No. 10, Ice House Street.

Hongkong, 21st October, 1899. [13304]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS and WATCHMAKERS.  
Sole Agents in the East for the amalgamated  
GEMMERS, HUMBER and GLADIATOR Co., Ltd.,  
DUNLOP TUNERS Bicycles—Price, \$160.  
A special reliable Watch made for this Climate.

Quality A ..... \$16  
Quality B ..... \$12

40, QUEEN'S ROAD,  
Watson's Building.

## NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
to

c/o This Office.

Hongkong, 18th August, 1899. [10484]

## Insurance.

### NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.,  
Hongkong, 28th May, 1895. [18]

## To be Let.

TO LET.

ONE LARGE ROOM, suitable for OFFICE,  
with Immediate Possession.  
Apply to

A. HAHN,  
No. 10, Ice House Street.

Hongkong, 15th November, 1899. [14294]

## OFFICES TO LET.

N.O. 24, ICE HOUSE STREET. Immediate  
Possession.  
Apply to

W. DANBY,  
Civil Engineer & Architect.

Hongkong, 7th October, 1899. [12814]

## TO LET.

SEMI-DETACHED VILLA RESI-  
DENCES on Bowen Road (now in course  
of erection.)  
GROUND FLOOR, 52, PEEL STREET.  
OFFICES:—1st floor, No. 10, PRAVA  
CENTRAL. (Late occupied by  
Messrs. MELCHERS & Co.)

"HARFORD" MAGAZINE GAP.  
ERANIES BUNGALOW, KOWLOON.  
GODOWNS at KENNEDY TOWN.

Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 17th November, 1899. [12]

## For Sale.

FOR SALE—A BARGAIN.

A DOUBLE-LENS  
QUARTER-PLATE HAND CAMERA,  
(Latest Improvements).

CARRIES ONE DOZEN PLATES.

For Sale with the Camera:—  
PRINTING-FRAMES,  
DEVELOPING-TRAYS,  
WASHING-TROUGH,  
SMALL CISTERN and LAMP.

Complete for \$70.

Apply at THIS OFFICE.

Hongkong, 1st November, 1899. [13744]



## To-day's Advertisements.

### CLEARANCE SALE.

**XMAS CARDS AND TOYS,**  
Large Stock on Hand.

JUST RECEIVED.

PLENTY OF FINE GOODS.

D. NOMA,  
No. 12, Beaconsfield Arcade,  
Opposite the City Hall.  
Hongkong, 21st November, 1899. [1342a]

FOR SALE, CHEAP.

A CABIN PIANO.

Apply

c/o This Office.  
Hongkong, 21st November, 1899. [1446a]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"NINGPO,"

Captain Phillips, will be despatched as above

on FRIDAY, the 24th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st November, 1899. [1445a]

SHEWAN TOMES & CO.'S "NEW YORK"

LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ASAMA,"

will be despatched for the above Port, on or about the 24th December.

For Freight or Passage, apply to

SHEWAN TOMES & Co.,

Agents.

Hongkong, 21st November, 1899. [1447a]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"AFGHANISTAN,"

will be despatched for the above Port.

For Freight, apply to

DODWELL & CO. LIMITED,

Agents.

Hongkong, 21st November, 1899. [1266a]

## Intimations.

### NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

**JEYES FLUID**  
THE BEST  
DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings.

Hongkong, 9th March, 1897. [11]

## DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

## NOTICE.

THE OFFICES of the "HONGKONG  
TELEGRAPH" have This Day been  
removed to No. 80, QUEEN'S ROAD  
CENTRAL, Second Floor, (the premises  
formerly occupied by Messrs. POWELL & Co.)  
to which address all communications should  
be addressed.

ETH. F. SKERTCHLY,  
Manager.

Hongkong, 1st May, 1899.



**A. S. WATSON & Co.,  
LIMITED.**

A FAVORITE

**CHAMPAGNE.**

**BOLL & CO.**

VIN NATURE VINTAGE 1892

EXTRA SEC.

AND

**CHAMPAGNE QUALITY EXTRA.**

This high-class Wine is largely

used in the best London Clubs and

and Leading Hotels.

PRICE:

\$40 per case, 1 doz. quarts.

\$42 " 2 doz. pints.

Sole Agents:—

A. S. WATSON & CO.

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## DEATHS.

On the 12th October, at Erith House, Erith,  
Philip BURNARD CHENERY AVES, C.M.G.,  
late Colonial Surgeon and Inspector of Hos-  
pitals, Hongkong, aged 59, eldest son of the  
late Philip Burnard Ayres, M.D., Lond., Chief  
Medical Officer, Civil Hospital, Mauritius.

On the 11th October, at London, CHARLES  
ANDREW BLACK, of the Hongkong and Shang-  
hai Bank, younger son of George Black, Banker,  
Inverness.

## The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 21, 1899.

## TELEGRAMS.

### REUTER'S TELEGRAMS.

#### THE WAR.

LONDON, November 19th.

General Hildyard, who is now command-  
ing at Estcourt, reports that the enemy's  
patrols are advancing throughout the country  
from Gourton Road to Ulundi and various  
bodies from 500 to 700 strong are advancing  
on Estcourt.

General Clery is now commanding South  
of Ladysmith.

The Boers have destroyed the great  
Tugela bridge.

General Methuen with a brigade of Guards  
is advancing from the Orange river to the  
relief of Kimberley immediately.

General Joubert, who has been indisposed,  
is now better. This apparently disposes of  
the report of his death.

A runner from Ladysmith states that it  
was all well with General White on the 17th.

The Boers, whose shells were ineffectual,  
endeavored to make the investment closer,  
but General White then sortied and drove  
the Boers from their advanced positions with  
heavy loss.

Re-inforcements amounting to 27,000 have  
now reached the Cape.

A Boer attempt to rush Estcourt was re-  
pulsed.

The Boers have occupied Barkly-West,  
Douglas, Burgersdorp and Colesburg, un-  
opposed.

The most rigid press censorship continues.

### THE U. S. STATE ELECTIONS.

(Special to *Manila Times*.)

LONDON, November 9th.

The State elections, which are now in full  
swing, show, up to the present, no alteration in  
the relative strength of political parties.

The balance in favour of the McKinley  
Administration has not been affected one way  
or the other.

The following States have gone Republican:  
Massachusetts, Iowa, Pennsylvania, Kentucky,  
Ohio and South Dakota.

The following States have gone Democrat:  
Missouri, Virginia and Maryland.

Maryland is the only State to show an  
important change.

These are all the returns sent in up to date.

[Mr. J. C. Burrows in a lengthy and thoughtful  
article in the *October Forum* states—"Elections  
are to be held in the month of November in  
eleven States, as follows: Iowa, Kentucky,  
Maryland, Massachusetts, Mississippi, Nebraska,  
New Jersey, New York, Ohio, Pennsylvania,  
and Virginia. \* \* \* The fact, therefore,  
that this fall's election in several States will be  
influenced more or less by considerations  
entirely independent of all National issues robs  
the result of that prophetic significance which  
it might otherwise impart."]

From *Japanese Papers*.

### Korean Affairs.

SEOUL, November 11th.

The Russian Chargé d'Affaires paid a visit to  
the Korean Minister for Foreign Affairs the  
day before yesterday, and requested that no  
intended should be granted to any foreigner  
for the ground at Masanpo now under nego-  
tiation. There is, however, a prospect indicat-  
ing that the Korean Government will decline  
to accede to the request of the Russian Chargé  
d'Affaires.

Mr. Sands, the Secretary in the U.S. Leg-  
ation, having been appointed Advisor to the  
Crown Prince, has been released from the  
Secretaryship in the Legation.

### The Accident to the "Satsuma- maru."

SHIMONOSEKI, November 11th.

The N.Y.K. steamer *Satsuma-maru*, which  
was reported to have proceeded on her voyage  
to Fusan from Izugahara, Tsushima, where  
she got aground, has had to put back to Naga-  
saki, to repair damage. The *Satsuma-maru*  
has been dispatched in her place.

### Visit from a Member of Parliament.

NAGOYA, November 11th.

Mr. E. F. G. Hatch, M.P. for the Gorton  
division of Lancashire, England, arrived here  
from Tokyo yesterday, and delivered a speech  
last night before the members of the Economi-  
cal Society. He left this morning for Kyoto.

### Fatal Fire at Yokohama.

TOKYO, November 12th.

A fire broke out yesterday morning in a house  
at No. 149, Yamashita-cho, in the former Set-  
tlement, Yokohama, on premises belonging to  
a Chinaman. Twenty-two houses were destroyed  
in all. In a drinking house next door to the  
house in which the fire originated, an American  
named William Cop (aged 35), who was sleep-  
ing heavily at the time, was burnt to death.

### The "Tamba-maru" Assault Case.

YOKOHAMA, November 14th.

The trial of Mr. H. R. Kent, 3rd officer of  
the *Tamba-maru*, on a charge of assaulting the  
quartermaster of that vessel, began to-day. Mr.  
Akiyama appeared as Counsel for the defend-  
ant, and Mr. Hampden, British Vice-Consul,  
attended to watch the case.

The accused was examined at length, and  
repeated the story already published.

Mr. H. R. Kent and the officer, was called and cor-  
roborated the accused.

The Court consented to call the quarter-  
master, who is being tried on the counter-

charge, and the hearing was adjourned to a day  
to be fixed hereafter.

### The Plague in Kobe.

TOKYO, November 14th.

Marquis Saigo, the Home Minister; Mr.  
Romsdubari, Vice-Minister; Dr. Hasegawa,  
the Director of the Sanitary Bureau; Dr.  
Yamane, Chief of the police doctors; Dr.  
Kitsato, Mr. Ando, a health officer, and Mr.  
Kubota, a Councillor in the Home Department,  
are holding a conference at the official resi-  
dence of the Home Minister, and are consider-  
ing a proposal to burn down the houses at the  
place where the plague broke out at Fukui-  
mura.

### Crown Prince to Leave Maiko.

TARUMI, November 14th.

It is stated that owing to the outbreak of  
plague at Kobe, the Crown Prince will embark  
on the cruiser *Asama* to-morrow at Akashi, and  
proceed to Numazu.

### WEATHER REPORT.

The Observatory report says:—

On the 21st at 11.55 a.m. the barometer has  
risen on the China coast, fallen in the Philip-  
pines and Japan. The high pressure area still  
covers China, and pressure seems to be low in  
the Pacific, probably to the S.E. of the Loo-  
choos. Gradients moderate to rather steep,  
with very strong monsoon in the N. part of the  
China Sea. FORECAST—Fresh N. winds; fair.

### LOCAL AND GENERAL.

THE Janet Waldorf Company have left Manila  
for Singapore. They intend to make Calcutta  
for Christmas week.

THE Association Football Match between Com-  
panies B. and G., Royal Welsh Fusiliers, was  
postponed yesterday and will be played on Fri-  
day next.

THE return of cases of communicable diseases  
reported in the Colony for the week ended 18th  
November shows one case of bubonic plague  
and three of enteric fever, two cases being from  
H.I.I.M.S. *Carlo Alberto*.

THE body of a dead Chinaman was picked up  
on the foreshore at Kennedy Town, Yesterday  
Morning. It was very much decomposed but  
appeared to be that of a man of about 33 years  
of age. The body has not been identified.

WE learn that there is, so far, no foundation for  
the report which is being circulated anent the  
capture of Aguinaldo. It should be borne in  
mind that he has been reported as killed on  
previous occasions. Such an important capture  
would not long remain a secret.

MR. WINSTON SPENCER CHURCHILL, who is  
reported by Reuter to have fallen into the  
hands of the Boers after a remarkable display  
of bravery, is one of the London *Morning  
Post's* special correspondents. He is the eldest  
son of the late Lord Randolph Churchill. The  
*Post* is also represented by Mr. E. F. Knight  
(the well-known war correspondent and author,  
whose *Times* letters from Cuba during the  
Spanish-American war attracted so much atten-  
tion) and Mr. John Stuart, Editor of the *Johan-  
nesburg Mining Journal*. Mr. Stuart is with  
General White's force in Ladysmith.

A CORRESPONDENT of *The Record* at Mahanoy  
City, of a statistical turn of mind, says that he  
has kept a daily account of the reported  
number of Filipinos killed and wounded since  
the firing of the first shot at the waterworks,  
near Manila. His footings, up to August 12, are:—

Number of killed ..... 63,984

Number of wounded ..... 426,720

This makes an appalling total of damage to  
life and limb done by our soldiers. If there  
be added the usual deaths from disease and  
hardship Aguinaldo can have but few Tagals  
left. But we suspect the killed and wounded  
have been many times exaggerated in the  
count and in the dispatches. No doubt, too,  
there are duplications, growing out of suc-  
cessive descriptions of the same scrimmages.—*P.  
Record*.

### THE MYSTERIOUS DISAPPEAR- ANCE OF A SOLDIER.

In our report of the curious case of mistaken  
identity of a soldier, we stated that the second  
missing man had been found drowned. This in-  
formation, on other engines, has proved to  
have been received from an unreliable source.  
The body of Private Jones has not yet been re-  
covered, and there is still a doubt as to whether  
he is dead or was picked up after he fell from  
the sampan, while attempting to board the  
*Meane*. All that is known for a certainty  
being that his cap and stick were found on the  
*Meane's* gangway, that a cry from a falling  
man was heard by those on board and that  
boats were immediately sent to look for the mis-  
sing man, but were unsuccessful. It must not,  
however, be inferred from this that Jones was  
drowned, as he was an expert swimmer having  
swum three quarters of a mile while in Malta,  
so there is a possibility that he was saved and,  
from some unknown reason, has not yet reported  
himself.

We have also been enabled to gather the  
following facts, which show how the mistake  
in identification was made in the first place,  
and how the body was buried without the  
mistake being remedied. Private Jordan was  
also employed on the *Meane*, but was last  
seen drinking at one of the saloons in  
the West End of the city. He was absent from  
his duties in the morning and was reported to  
the military authorities. There was nothing at  
that time, to show that it was not a simple  
"absent" and so the military authorities did  
not report the case to the police, as it is not  
usual to report an absence until 48 hours have  
expired, when he is declared to be a deserter.  
The police therefore did not know anything  
of Jones' disappearance was that he was drowned,  
his case was immediately reported to the police  
authorities and a lookout for the body was  
instituted. The police were put in possession  
of a dead body of a soldier, presumably Jones,  
a sergeant of the R.W.F. was sent for to identify  
the body, which was in a very advanced state  
of decomposition, and as the two men were  
nearly of the same height and build, the sergeant  
had no hesitation in saying it was Jones.

Before a soldier is laid in his last resting place  
his comrades are allowed to view the body, and  
when doing so some recognised that a mistake  
had been made but were so foolish as not to

acquaint their officers of the fact. The funeral  
was therefore carried out and the man buried.  
On the way back from the cemetery the officer  
heard the men whispering and muttering  
amongst themselves and so asked them the  
reason. As soon as it was discovered that  
there was a doubt of the man's identity it  
was reported to the police and application  
made to have the body exhumed and re-  
identified. Yesterday afternoon, Mr. Gompertz  
went down to the cemetery with eight soldiers,  
four of whom were well acquainted with Jones  
and four who knew Jordan; the body was ex-  
humed and as a mistake had been made it was  
transferred to the Roman Catholic cemetery,  
with persuasion Jordan belonged. A  
coroner's inquest will be held next Friday at  
2.15 p.m., when the whole facts bearing on the  
deaths of the two men will be fully investigated.

### FOOTBALL.

HONGKONG FOOTBALL CLUB *versus*

ROYAL ARTILLERY.

This match, played on the Football Ground,  
Happy Valley, yesterday afternoon, proved a  
thoroughly well-contested event throughout  
and at its close was universally acknowledged  
to be "a match of the season," resulting as  
it went down to the cemetery with eight soldiers,  
four of whom were well acquainted with Jones  
and four who knew Jordan; the body was ex-  
humed and as a mistake had been made it was  
transferred to the Roman Catholic cemetery,  
with persuasion Jordan belonged. A  
coroner's inquest will be held next Friday at  
2.15 p.m., when the whole facts bearing on the  
deaths of the two men will be fully investigated.

ROYAL ARTILLERY.

Goal.

Hogben (25 S.)

Backs.

Ritchie (25 E.), McMurray (25 S.).

Half Backs.

Hutchinson (25 S.), Stewart (25 S.).

French (25 E.).

Forwards.

Jones (25 S.), Robinson (25 E.), Robinson

(25 S.), Cooper (25 E.), Periga (25 S.).

Forwards.

J. D. Danby, H. C. R. Hancock, J. F. Noble,

H. E. Green, E. J. Libcaud.

Half Backs.

C. T. Kew, H. W. Looker.

Backs.

B. C. M. Johnston, C. H. P. Hay.

Goal.

F. H. Kew.

HONGKONG FOOTBALL CLUB.

The Royal Artillery kicked off and for some  
time pressed on the Club territory pretty heavily.  
F. H. Kew effected a couple of capital saves,  
however, and shortly afterwards Libcaud and  
Green carried the ball well up. The Artillery  
goal keeper was fully up to his work, however,  
and nothing resulted. Next came a considerable  
amount of head work, both sides evincing  
excellent qualities at this which mostly took place  
in the Artillery territory. From this Ritchie  
and Robinson (25 E.) by dint of a clever run  
got matters equalized and the Club goal ap-  
peared in peril, from which it was only saved  
by Kew's good work between the posts. At this  
stage of the game the forwards were one  
and all doing excellent work whilst the Club  
team were passing well and displaying consid-  
erably more speed than their antagonists, who were  
a fair weightier team. At the call of half-time  
neither had scored, but the Artillery had if any-  
thing slightly the best of matters. After the  
kick-off the ball was speedily carried around  
the soldier's goal, however, and several "saves"  
must be accredited to Hogben. From this on  
an up and down sort of game ensued, the Club  
wings, Looker and C. Kew doing yeoman's  
service. Time and again it looked as though  
they would score, but light was failing and  
nothing resulted. Just before time was called  
a good carry down resulted in a near shave for  
a goal to the credit of the Artillery, but the ball  
struck one of the posts. From this onwards  
the play was mostly confined to the gunner's ter-  
ritory but nothing was scored up till time was  
called when it was getting too dark to play  
any longer.

To-morrow afternoon on the Happy Valley,  
the Hongkong Football Club (A) will play the  
Victoria Recreation Club. Kick-off at half-past  
four sharp. The Club team will be J. J.  
Wild, goal; C. H. P. Hay and H. Pinckney,  
backs; T. W. Homby, S. L. Jenkins and  
Beattie, halves; J. E. Lee, W. Humphreys,  
P. A. Cox, E. J. Libcaud and E. E. Deacon,  
forwards.

### ALUMINIUM AND ITS USES IN YACHT CONSTRUCTION.

Last night at the Institution of Engineers  
and Shipbuilders of Hongkong, Lieut. R. P.  
Hobson, Naval Constructor, U.S.N., gave a  
most instructive and interesting lecture on  
aluminium, which had been advertised as  
bearing on yacht construction but which the  
lecturer treated in the larger bearing as applied  
to mercantile and naval construction. There  
were present about 120 persons, including  
many of the leading consulting and marine  
engineers who are deeply interested in this  
most important subject. Mr. D.  
Gillies, the President of the Institute, occupied  
the chair and introduced Lieut. Hobson.

The paper dealt very exhaustively with the  
different properties possessed by aluminium,  
compared with steel and, as it was originally  
written two years ago, the figures had in many  
instances to be slightly corrected but usually  
the corrections were in favour of aluminium.  
The lecturer showed the many advantages  
and disadvantages possessed by this metal by  
some elaborate calculations, which were rather  
hard to follow by persons sitting at the back of  
the room and so had a difficulty in seeing the  
black-board which had been specially provided,  
but, as the conclusions were clearly enunciated,  
the lecture could be intelligently followed by  
all.

Of the advantages claimed for aluminium,  
lightness in proportion to its textile strength,  
was the greatest. Its elastic strength, and,  
owing to its lightness, thicker plates could be  
used so that ships' plates composed of this  
metal were stiffer, were also shown as  
great advantages. The disadvantages, how-  
ever, are numerous and for many purposes  
slightly over that of the atmosphere it loses  
many of its resisting properties. It is capable  
of withstanding dynamic shocks when not  
greater than its capability of elastic strain, but  
when this strain is surpassed, it has not elon-  
gation, so the shock is received locally and the  
metal fractures. Steel, on the other hand,  
retaining the shock, the whole length of the  
piece would stretch, probably would bend, but  
would not fracture. Another very great fault  
with aluminium is that it splinters terribly,  
which declares its use for naval construction.  
The lecturer gave a personal ex-  
perience on this property. At the attack on  
Porto Rico an aluminium stanchion was hit  
by a shell and broken, and the pieces of the

stanchion received such an impetus that one  
piece, no larger than a man's thumb, killed  
one man, severely wounded another and then  
tore up the wooden decking until its progress  
was stopped by the armoured deck. The great  
fault, however, with aluminium is its propen-  
sity to corrode, the reason for this great defect  
is that aluminium can not be used without  
an alloy, and as it is, itself, a very high electro-  
positive metal



## COUNCIL MEETING.

A meeting of the Hongkong Legislative Council will be held on Thursday, 23rd November, at 3.00 p.m.

## BUSINESS.

1. Financial Minute No. 25.  
2. Report of the Standing Law Committee on the Merchant Shipping Bill.

## ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance to amend and consolidate the law relating to the carrying and possession of arms and ammunition.  
2. First reading of a Bill entitled The New Territories Land Court Ordinance, 1899.

3. Third reading of the Bill entitled An Ordinance to make further provision for the sanitation of the Colony and to repeal certain enactments of the closed houses and insanitary dwellings Ordinance, 1894.

4. Committee on the Bill entitled An Ordinance to apply a sum not exceeding Two million Six hundred and Eighty-one thousand Six hundred and Fifty-one Dollars to the Public Service of the Year 1900.

A meeting of the Finance Committee will be held immediately after the Council.

## CANTON NOTES.

[From the Tin Wan Yat Po.]

CANTON, November 18th.  
There have been, during the last few nights, many daring robberies, in nearly all the streets within the Chinese City. For a long time the authorities could not discover the means by which the robbers gained an entrance into the houses, in fact, they were not certain that they knew all the houses that had been robbed. At last information was received from some soldiers that they had seen the robbers entering houses from the roofs by means of hanging ladders, and on a close watch being instituted, such was found to be the case. The mandarin, therefore, issued an order that the public were strictly forbidden to remain on the house tops after sunset, and he also ordered the soldiers to shoot anyone whom they might see there, without making sure whether they were robbers or house-owners.

## NINGPO.

## THE WAR.

During the last two weeks we have realised how much we are indebted to the daily paper. We have been the victims of depressing rumours of the war in the Transvaal. It is only when the steamer arrives that we get reassured of the integrity of the Empire, and of some limitation to the power of the Boers. For once Captain Downie and his always welcome officers were late in appearing; some were so abnormally impressed by General Joubert's annexations as to fear the Pekin had been annexed too. What a relief it was to see the ship again and to know our friends were not in duress!

## COMPENSATION.

comes in somewhere. The particular point where it comes here, was in an invitation from the "Snowball Minstrels" to spend a couple of hours off, and have a little exhibition. The Commissioner of Customs had made it possible for the Community to meet by allowing the "Minstrels" the use of one of the theatres. It was small, too small to see the artists in true perspective; the acoustic properties of the place might be improved in any future exhibition. The scenic effect was good and creditable to Mr. Stamm. Mr. Russell was the "Johnson" of the Company and presided at the piano and must be commended for the excellent condition of the Minstrels from the beginning to the end. Messrs. McKerron and Willis were the two specially selected for humour, wit and facial contortions, so expertly did they enter into it that a week's holiday ought to be granted to both of them. Mr. Willis showed such skill and genius in the handling of the Ningpo (th that, in history, he will be numbered with Ward and Gordon, the three great soldier leaders from the outside Kingdoms.—N. C. D. News Cor.

## THE SEOUL-FUSAN RAILWAY.

Tokyo, November 19th.

Although the Seoul-Fusan railway is of vast importance to Japan both from the commercial and political point of view, no step has yet been taken to make it an accomplished fact, except some abortive attempts on the part of the promoters to raise the necessary capital—Y5,000,000. Quite recently overtures were renewed to the Government to guarantee an interest of 6 per cent. per annum on the capital to be invested. Formerly the capital was put at Y25,000,000, but owing to there being no prospect whatever of raising the whole amount it was reduced to Y5,000,000. The balance—Y20,000,000—is to be raised by issuing debentures, which will remain unpaid for the next ten years. The work was to be commenced as soon as one quarter of the capital was subscribed. According to the Commercial Code, no company can raise a loan in excess of its capital. This caused the promoters to agitate for the exemption of their concern from the operations of the Clause. The line, which is to be a narrow gauge one, traverses the most fertile portions of Korea, a length of 290 miles. No engineering difficulty is presented, except the making of 20 tunnels and 87 bridges. The total length of the tunnels is 25,241 feet, of which the longest one is 1,947 feet. The bridges will measure 14,075 feet in all, of which seven, constructed of iron, will measure 7,840 feet. Compared with some of the lines in Japan, the proposed line may be said to be the easiest ever undertaken by the Japanese. The three provinces of Chungsang, Kyunggi, and Keisho, through which the line is to run, are among the richest parts of Korea. They contain more than seven-tenths of the whole population, and produce five-sevenths of the whole wealth of Korea. In each town of the three provinces markets are opened six times a month, when all the people from the up-country districts assemble, and a brisk trade is carried on. Along the line there are just sixteen markets of this description so that from the outset the line promises to pay well, not to speak of the immense profit it will give the trade between Japan and Korea and the consequent profits to the railway. It was on the 8th of September last year that the company obtained the Charter from the Korean Government. The concession was originally obtained by the Tokyo Government at the end of the China-Japan war, but when the so-called Convention between Russia and Japan was concluded, Japan abandoned this concession. It was again secured by a fresh arrangement with Russia, according to which Japan was permitted to develop her commercial enterprises in Korea unmolested. At the end of the Convention with the Korean Government says that if the line is not commenced within three years after signing the contract, it will be abrogated. The directors are growing nervous and many conjectures are made as to the reason why the Government does not guarantee the meagre interest of 6 per cent.—Kobe Chron. Cor.

## PLAGUE IN KOBE.

TWO MORE CASES.

Kobe, November 14th.

From all accounts there is great excitement down at Ono over the two reported deaths from plague that have occurred. The block in which the two deaths occurred is surrounded by a cordon of constables, and all access to it is completely cut off. The drains are being cleaned out and the whole block thoroughly disinfected. The authorities are certainly doing their best to stamp out the disease, if it really be the plague, it is to be noted that in Ono the disease has selected a quarter for its appearance which has all the qualities suitable for its rapid propagation.

The first death was reported by us in our Saturday's issue. The second case was the wife of a cotton spinner, who fell ill on the 6th inst., and on the 9th was removed to the Sano hospital. She succumbed, what had all the symptoms of a case of plague, a little after midnight on Sunday. The cotton from which she is supposed to have contracted the disease, has been burnt.

Mr. Furukawa Keiichiro, a clerk in the Railway Bureau, who resided at No. 10 of the Railway officials' quarters, was taken ill on the afternoon of the 10th inst. He consulted Dr. Inouye Gakutaro, who feeling rather suspicious of the symptoms, asked the opinion of Dr. Nishi, and Dr. Matsushima of the Kobe Hospital. The two doctors declared the case to be one of plague, and the patient was immediately removed to the Infectious Diseases Hospital at Migashiyama. The work upon which this man was engaged was to superintend the coolies handling the old iron imported from abroad.

There being some signs of the plague spreading, Mr. Nanitaki, the Mayor, called a meeting of the faculties of the various schools in Kobe and gave instructions as to precautionary measures. The City Office proposes to re-open the Infectious Diseases Hospital at Fukuimura for a case of plague patients.

A Tokyo dispatch announces that in view of the outbreak of plague at Kobe, the Metropolitan Police Bureau has decided to inspect passengers arriving by the trains from Kobe, at Onomichi, Shinagawa, and Shimabashi. It is reported that the quarantine regulations will be strictly enforced at Yokohama. The health officials are to be sent to Kobe by the Tokyo City Government and City Office to report on the outbreak.

November, 15th.

Great activity continues to be displayed by the authorities over the alleged outbreak of plague at Kobe. Mr. Togawa, a Police Inspector of Yamaguchi prefecture, arrived in Kobe on Sunday, and Mr. Hirata, the head of the Health Department of the Osaka Central Police, arrived on Monday. Both officials are taking further measures to isolate that portion where the disease has appeared.

Dr. Kitasato, the noted bacteriologist in Tokyo, and five other officials, are reported to have left Tokyo last night for Kobe. A part of the staff of the Imperial Prince Arisugawa, who the Crown Prince is now staying, stopped arriving from Kobe are prohibited from entering. His Royal Highness's food which was formerly being brought from Kobe, is now brought from another place; and even the money for his use has been taken from the bank in Kobe where it was deposited and sent to Akashi.

The portion of Fukuimura which is isolated on account of the outbreak comprises 165 houses with a population of 435 persons, most of whom are labourers, fishermen, jirikisha coolies, &c. The event of the isolation being continued a long time they may all have to apply for relief, but up to Monday not more than five or six families had applied. No provisions have yet been made in the City Office for giving relief. The people in the isolated part are at liberty to communicate freely between themselves, so that they can obtain what they want without any serious difficulty at present.

A part of Kitasato's staff, Ichome, has also been isolated. It was found that a man who died from what is supposed to be the plague, resided at No. 119 there before he became ill. Later reports say that Mr. Furukawa, the clerk in the Railway Office at Kobe, who was taken ill and removed to the Infectious Diseases Hospital on the 13th inst., is reported to be improving. Yesterday morning Dr. Shiga inspected the patient, and the chief surgeon of the British cruiser *Orlando*, now in the harbour, also visited him. The official quarters of the railway where Mr. Furukawa resided were thoroughly disinfected, and five or six adjoining houses were isolated. Two railway officials, Mr. Yamada in the Pier office of the Nippon Yusen Kaisha, and four *kazoku* of the Railway Office, who paid a visit to the house of Mr. Furukawa to inquire as to his condition, have now been isolated.

The *Yushin* states that the Aioibashi police yesterday evening summoned the proprietors of theatres and *yote* (music houses), and advised them to suspend their performances for the present in view of the outbreak of plague.—*Chronicle*.

## STRANDING OF THE "CHARLESTON".

MANILA, November 15th.

The port of Aparri at the mouth of the great Cagayan river on the north end of the island of Luzon offers big temptations to smugglers just now, and to prevent the landing of arms and supplies for the insurgents, the war vessels on patrol duty watch this portion of the coast with particular care. To the northward across the channel lie some of the most fertile islands of the Philippines, and between the islands and the Philippines are numerous rocky islands and reefs, not all of which are down upon the chart.

While cruising off Aparri on November 2nd, the *Charleston* struck one of these uncharted reefs in 35 fathoms of water. The impact of the vessel upon the jagged coral rock not only tore a big hole in the bottom of the ship, but lifted high the vessel's bow and caused her to be partially submerged. The engines were instantly reversed and everything that could be done was tried to get the *Charleston* off the reef, but it was no use. When it was found impossible to save the warship, the breach blocks of the two eight-inch and the six-inch guns of the secondary battery were taken out and sunk, the place where they were sunk being carefully marked and then the officers and crew sadly prepared to abandon the ship.

As it was thought that a landing would have to be made under fire, two Colt automatic guns, a Lee straight-pull rifle for every man, with the necessary ammunition and ten days' rations were all that they took with them. A landing was first made on the island of Pont, but the island was soon found to be a barren rock destitute of fresh water so the boats were headed for the larger island of Camaguin.

Instead of offering battle the natives of Camaguin turned out to be friendly and rendered the shipwrecked sailors such assistance as they could. A fierce typhoon raged for two days and the men of the *Charleston*, most of whom were dressed in an undershirt and pyjamas, having nothing else, suffered considerably. As soon as the weather cleared, the *Charleston's* sailing launch with Lieutenant

McConnell, boatswain Dominic Glynn, and six men, was sent for help. It was not known to the officers of the *Charleston* at that time, that General Wheaton had landed his expedition at San Fabian, but it was hoped that the launch might come across the gunboat that was patrolling the gulf of Lingayen. So Lieutenant McConnell was ordered to proceed first to Lingayen and failing to find a vessel there he was to go on to Manila. The little boat had not gone far on its way before another storm came up, and as they dared not land on a hostile coast Lieutenant McConnell and his men braved the gale in their tiny craft and through good seamanship they weathered the storm. But it was a terrible strain on the men and when they entered the Gulf of Lingayen, after being out over four days, it was maddening to meet with a vessel that would at first pay no attention to their signals of distress. An they came nearer they saw that the unobliging steamer was the transport *Aster*, which had carried some of General Wheaton's troops to San Fabian and was now returning. When he got within hailing distance, the *Aster* seemed disinclined to render assistance to shipwrecked sailors. Lieutenant McConnell told the captain of the transport that he was an officer of the United States navy, and as such he commanded the *Aster* to stop. The matter being put before him in a most emphatic manner, the commander of the *Aster* put his ship about and took Lieutenant McConnell and his men some ten miles to the battleship *Oregon* which had recently arrived in the Gulf of Lingayen. Being the senior naval officer present the captain of the *Oregon* promptly ordered the gunboat *Aster* to go at once to the island of Camaguin and bring away from there the officers and crew of the *Charleston*. It is believed that the *Helena* arrived at Camaguin on Monday evening and it is possible, that she will be back at Manila with the men of the *Charleston* to-morrow.

The place where the *Charleston* was wrecked being out in the open channel where a heavy sea is always running, makes it extremely difficult for any one to work to dry her and it is thought that the gallant vessel will prove a total loss. Inasmuch as every precaution had been taken and the wreck occurred on a reef that was not marked on any map, no blame can be attached to the commander of the *Charleston* or to any of his officers. The usual court of inquiry will be held, however, at which all the facts pertaining to the wreck will be fully brought out.

The keel of the *Charleston* was laid in 1887, and her cost was \$1,017,500.—*American*.

## BY THE MAIL.

From our Exchanges.

Although the Queen still remains in the North, she follows all the war news with the keenest interest, and her every word of importance very soon after it reaches her headquarters in London. Naturally at her age she does not take a light view of the issues at stake, and she feels the deepest anxiety about the fate, not only of her own grandson, but of the sons, and husbands, and brothers of those she knows well, as well as of her soldiers, who are at present so unevenly matched and the poor refugees who are crowding penniless and starving into Cape Town.

## Death of Dr. Ayres.

We regret to have to announce the death on 12th ult., at his private residence at Erith, of Dr. Philip Bernard Cheney Ayres, C.M.G., late Colonial Surgeon and Inspector of Hospitals at Hongkong. Dr. Ayres was the eldest son of the late Dr. Philip Bernard Ayres, M.D., and only retired in 1897. He had occupied a number of important medical appointments in the Colonial service previous to his going to Hongkong, particularly in Mauritius and different parts of India. He made many friends during his long residence at Hongkong, and was a popular and much esteemed official. He was only fifty-nine years of age. Appointed surgeon to the Mauritius Colonial Emigration Service in 1865, he subsequently held the post of surgeon to the Eastern Bengal Railway, civil surgeon, Koochinda, and afterwards civil surgeon, Secabaur, Assam. In 1873, on the recommendation of the Colonial Office, he was appointed Colonial Surgeon and Inspector of Hospitals, Hongkong, a post he held for twenty-four years. On his appointment he found the condition of the colony, from a medical standpoint, needing serious reform. There was practically no hospital worthy of the name, and the sanitary condition was most unsatisfactory. Before the war he had a well-equipped hospital, with a staff of trained lady nurses from the London Hospital, in full working order. Perhaps it is from a sanitary point of view that the colony is most indebted to Dr. Ayres. From the moment he landed in the colony he was ever urging the importance of this subject, and, after years of unremitting zeal, he had the satisfaction of seeing many of the reforms he had recommended carried out. The present hospital, and English nursing staff, will stand as a lasting memorial to him.

## A Guildhall Meeting.

The meeting held at the Guildhall on 16th ult., in support of the policy of the Government, was in every respect a remarkable demonstration. An hour before the time announced for the commencement of the proceedings the great hall was crowded, and many hundreds, indeed thousands, who came after two o'clock could not obtain admission. During the hour of waiting for the commencement of the proceedings they sang, with much enthusiasm, such patriotic songs as "Rule Britannia," "The Death of Nelson," "Tea and Coffee," "The Bay of Biscay," and the National Anthem. The enthusiasm of the audience knew no bounds, and in the intervals that elapsed between the songs, frantic cries for anything and everything that was patriotic were freely indulged in; while on the display of a British flag or two on the platform the enthusiasm seemed to become frantic. Several hundred members of the Stock Exchange marched, four deep, carrying banners to the Guildhall, amid the cheers of a crowd of spectators. But these and the thousands more who arrived after two o'clock found that there was no room for them inside, and although the heads of the procession and the bearers of banners were admitted and were welcomed with much cheering, the bulk of the procession had to remain outside, where they were addressed, as an overflow meeting, by Mr. Kimber, M.P., Mr. Cohen, M.P., and other gentlemen. Meanwhile the scene inside the hall was one of prolonged enthusiasm. The Lord Mayor, who was received with tremendous cheering, after which there was a momentary breathless silence, said he had great pleasure in complying with the request made to him to invite the citizens to meet in the ancient Guildhall to express approval with the South African policy of Her Majesty's Government (cheers), to assure the Government of their most hearty approval and desire to assist them in every contingency, to encourage them to see, if it be possible, that once for all—great cheering—the various difficulties which had arisen between the two Governments were set at rest, and that the question of British paramountcy in South Africa should for ever cease (renewed cheers). Sir G. B. Hanson,

M.P., moved "That this meeting, while deploring the war in South Africa, considers that the responsibility rests with the Government of the Transvaal, whose invasion of British territory has destroyed all hopes of peace; and tenders to Her Majesty's Government the cordial and enthusiastic support of the citizens of London in claiming and insisting on equal rights for all the white races throughout South Africa. This was seconded by Sir J. Lubbock, M.P., and agreed to and the Lord Mayor was requested to forward the resolution to the Government.

## Other Meetings.

On 15th ult. Hyde Park, near Marble Arch, was the scene of several remarkable disturbances, caused through the refusal of a large crowd of persons to hear pro-Boer speeches against the British Government. Several of the speakers were hounded out of the park by huge and increasing mobs. One of the fugitives first sought refuge in an omnibus from which he was speedily ousted, then in a cab, which the crowd threatened to overturn, and eventually he placed himself under the protection of the police, who called to their assistance several soldiers who were standing near. The man in his flight was severely maltreated, both of his eyes being blackened, and his clothes being torn to shreds. It was with great difficulty that he escaped with a whole skin to a place of safety. A meeting convened in Bristol, under the auspices of the Peace and Arbitration Society was held on 13th ult. at the King-street Baptist Chapel, Bristol, to protest against war, and led to scenes of a riotous character. Leaflets had been issued calling on those opposed to the objects of the meeting to assemble early, and this they did, crowding the chapel to the exclusion of many supporters of the society. An advance party forced an entrance under pretext of seeing the pastor, and an excited crowd occupied the interval of waiting in the exchange of recriminations, the singing of the National Anthem and "Rule Britannia," and the waving of Union Jacks. There was great cheering for Lord Salisbury and Mr. Chamberlain, and the announcement that Dr. Clark, M.P., could not attend was received with tumultuous applause. The Rev. J. Moffat Logan presided, and being refused a hearing, formally moved a resolution protesting against war between two Christian nations. Cat-calls, whistles, and cheering drowned all speaking, but Mr. George White was given a better hearing on moving an amendment expressing confidence in the Government. The meeting was abandoned when a show of hands was taken, making it clear that the majority were in favour of the amendment.

## The Philippines Question.

The news that General Otis is precipitating the opening of the campaign before the full number of the reinforcements have reached him, has caused some surprise. The War Department has information from various recruiting stations that the last complement of troops destined for Manila cannot leave San Francisco before 20th October. It can be said to the credit of the Transport Department, remarks a New York correspondent, that the arrangements for the departure of the men are such as to cause not a day's delay. Six weeks hence the full American force will be in the field.

It is understood that, on his return to Washington, Admiral Dewey will make certain proposals affecting policy in the Philippines, and in the event of their non-acceptance, will permit them to become public property, taking this cause from a conviction of their necessity in the public interest. Upon the foundation they provide, it is likely that a national policy may be framed.

According to a Washington correspondent with the forces now in Manila and on the way thither, General Otis will have at his disposal 75,000 men, including 6,000 marines and blue-jackets. The naval force consists of forty-five vessels, ranging from battleships to gunboats.

The Spanish soldiers who made a heroic defence lasting several months at Balera, in the Philippines, were received on the 16th ult. by the Queen-Regent of Spain. On the 18th the Queen received a committee of ladies who prayed her Majesty to intervene on behalf of the Spanish prisoners in the Philippines.

A conference was held at Chicago on 18th ult. of one hundred and sixty anti-Expansion delegates from different parts of the country. The delegates adopted a declaration demanding the immediate cessation of the war in the Philippines.

Admiral Dewey was received at Boston on 14th ult. with an enthusiasm equal to that shown towards him by New York. In welcoming him, and presenting him with a jewelled watch on behalf of the city, Mayor Quincy said that the American people were not ungrateful to him, and would gladly bestow upon him the highest honours in their gift.

The Admiral permitted himself to be interviewed, specially to contradict again the reports that he either meant to run for the Presidency against Mr. McKinley, or to accept nomination from Republicans or Democrats. In course of the interview the Admiral protested against associating his name with any political party. He had, he said, decided in favour of according President McKinley a second term. He had confidence in the policy of the present Administration, and would countenance no movement to turn the President out.

## SHIPPING REPORTS.

Captain Curtis, of the steamship *Devawongse*, from Bangkok, reports: "Experienced light to moderate variable winds to Cape Padaran, from thence to within a few miles of Hongkong fresh monsoon with high sea."

## NOTANDA.

## CALENDAR.

NOVEMBER.  
Meteorological means based on fifteen years' observations to 1896.

Barometer ..... 30.103  
Thermometer ..... 69.2  
Humidity ..... 65  
Rainfall ..... 1.302

## TO-DAY.

WEATHER REPORT.  
On date at 10 a.m. On date at 4 p.m.  
Barometer ..... 30.103 30.103  
Temperature ..... 69 71  
Humidity ..... 57 50  
Rainfall ..... — —

## TO-DAY.

Tuesday, 21st November, 1899.  
Chinese—21st of 10th moon of 25th year of Kwang-ti.

Sun—Rises ..... 6hr. 18min.  
Sets ..... 5hr. 15min.  
High water—Afternoon ..... 6hr. 40min.  
Low water—Morning ..... 3hr. 20min.  
Afternoon ..... 3hr. 47min.

## ANNIVERSARIES.

1840—Empress Frederick of Germany born.  
1864—Major Baldwin and Lieutenant Bird, R.M. 20th Regiment, murdered in Japan.

1894—Capture of Port Arthur by the Japanese.  
1898—The "Itis" memorial, at Shanghai, unveiled by Prince Henry of Prussia. Serious rioting at Chempoo between the Independent Club and the opposition.

## TO-MORROW.

Wednesday, 22nd November, 1899.  
Chinese—22nd of 10th moon of 25th year of Kwang-ti.

Sun—Rises ..... 6hr. 19min.  
Sets ..... 5hr. 15min.  
High water—Afternoon ..... 6hr. 40min.  
Low water—Morning ..... 3hr. 20min.  
Afternoon ..... 3hr. 47min.

## ANNIVERSARIES.

1835—Great Fire at Canton, 1,400 houses destroyed.  
1877—Terrible boiler explosion on board the steamer *Yess* in Hongkong harbour; 86 lives lost.

1879—John T. Delane, Editor of the *Times* died.

1894—Armed robbery in Winglok Street, two Chinese shot.

1898—Commercial *Modus Vivendi* concluded between France and Italy. United States offer \$20,000,000 gold for the Philippines.

## AGENDA.

TO-DAY.  
Register of shares in Messrs. A. S. Watson & Co. closes until the 29th inst.  
Cargo ex *Nankin* subject to rent. Cargo ex *Yindooan* subject to rent. N. P. R. steamer *City of London* leaves for Victoria B.C. and Tacoma.

TO-MORROW.  
Mr. Donabice Newjeol's Crysanthemum show, at Kowloon Hotel, closes.  
Cargo ex *Konig Albert* subject to rent. C. P. R. steamer *Empress of India* leaves for Victoria, B.C.

## THURSDAY.

Noon—N. Y. K. steamer *Kasai Maru* leaves for Vladivostok.  
3 p.m.—Meeting of the Legislative Council.  
4 p.m.—Cargo ex *Tantulus* subject to rent.

4 p.m.—Cargo ex *Patricus* subject to rent. Pacific Mail steamer *Algoa* leaves for San Francisco.

## FRIDAY.

4 p.m.—Cargo ex *Benbow* subject to rent. N. Y. K. steamer *Kasuga Maru* leaves for Sydney and Melbourne.

## SATURDAY.

Noon—P. & O. steamer *Bengal* with English mail leaves.  
N. P. R. steamer *Queen Adelaide* leaves for Victoria B.C. and Tacoma.

## TUESDAY, 28th.

3 p.m.—Special Meeting of the Licensing Committee. Messrs. Watson & Co.'s dividend warrants payable.  
N. L. H. A. steamer *Bamberg* leaves for Havre and Hamburg.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
American (*Gaelic*) to-morrow.  
Indian (*Chelydra*) 24th inst.  
English (*Coromandel*) 24th inst.  
German (*Prinz Heinrich*) 28th inst.  
American (*Hongkong Maru*) 29th inst.  
Canadian (*Empress of Japan*) and prox.  
American (*China*) 7th prox.

The steamer *Sungliang* arrived at Manila to-day and will leave for Hongkong on the 25th inst.

The N. P. S. S. Co.'s steamer *City of Dublin* arrived at Tacoma from Japan and Hongkong on the 17th inst.

The O. S. S. Co.'s steamer *Ulysses* left Singapore on the afternoon of the 20th inst. and is due here on 25th inst.

The steamer *Futani Maru* (Australian Line) left Manila for this port this afternoon and is expected to arrive here on the 23rd inst. a.m.

The steamer *Mike Maru* (Bombay Line) left Shimomoseki for this port to-day and is expected to arrive here on the 28th November.

## HONGKONG AND WHAMPOA DOCK RETURNS.

*Isla de Cuba* ..... at Kowloon Dock.  
*Isla de Luzon* ..... " "  
*St. Louis* ..... " "  
*St. C. M. S. Deutschland* ..... " "  
*Haitian* ..... " "  
*H. M. S. Fame* ..... " "  
*Adolph Oberg* ..... " "  
*D. Juan d'Australia* ..... Cosmopolitan  
*Huangshan* ..... " "

## PASSED THE CANAL.

Outward—17th October—Arab, *Anala*, *Queen Cristina*, 20th October—*Patricus*, *Socotra*, 21st October—*Amir*, *Asama*, *Catania*, *Khalif*, *Singapore*, 27th October—*Benader*, *Glenartney*, *Oceanic*, *Kamakura Maru*, *Kirkle*, *Norman Isles*, 31st October—*Sarnia*, *Afridi*, *Ulysses*, *Burma*, 3rd November—*Ernst Simon*, *Strathgyle*, 7th November—*Glenloch*, *Prinz Heinrich*, *Madagaf*, *Cito*, *Kostrona*, *Eleanor*.  
Homeward—7th November—*Sarpedon*, *Sado Maru*.

## ARRIVALS.

DEVAWONGSE, British steamer, 1,057, Richard Curtis, 20th Nov.—Bangkok 11th Nov., and Koh-i-chang 13th, General—Yuen Fat Hong.  
OCEANIC, French steamer, 4,460, Schmitz, 21st Nov.—Marseilles 22nd and Genl.—Messageries Maritimes.  
ROHILLA, British steamer, 3,501, S. de B. Lockyer, R.N.R., 21st Nov.—Yokohama 14th Nov., General—P. & O. S. N. Co.  
DIAMANTE, British steamer, 1,247, R. W. Almond, 21st Nov.—Manila 18th Nov., General—Shewan, Tomes & Co.  
KASUGA MARU, Japanese steamer, 2,214, E. W. Haswell, 21st Nov.—Yokohama 10th Nov., General—Nippon Yusen Kaisha.  
STROMBOLI, Italian cruiser, 4,000, Costantino Bregante, 21st Nov.—Shanghai (Woosung) 16th November.  
SABINE RICKMERS, British steamer, 690, J. R. Nasber, R.N.R., 21st Nov.—Amoy 19th Nov., Ballast—Arnhold, Karberg & Co.  
LYEEMOON, German steamer, 1,238, G. Heurmann, 21st Nov.—Canton 20th Nov., General—Siemens & Co.  
PROGRESS, German steamer, 687, P. Brandt, 21st Nov.—Canton 20th Nov., Ballast—Siemens & Co.

## SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is more reliable as an agent in the cure of Consumption, Bronchitis and General Debility, than any other remedy known to medical science. Read the following:—

"I have prescribed Scott's Emulsion and have also taken it myself, and can fully endorse the opinion that it is both palatable and efficient, and can be tolerated by almost any one, especially where a Cod Liver Oil itself cannot be borne. MARTIN MILES, M.D., St. Stantonbury, Bucks. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Watkins & Co., Hongkong.—(Adv.)"

## Clearances at the Harbour Office.

*Idzumi Maru*, Japanese str., for Kobe.  
*Hailing*, French str., for Haiphong.  
*Clara*, German str., for Canton.  
*Clara*, Norwegian str., for Canton.  
*Guthrie*, British str., for Port Darwin.  
*Hailan*, French str., for Haiphong.  
*Kutsang*, British str., for Singapore.  
*Benlomond*, British str., for Nagasaki.  
*Pak Kong*, British str., for Canton.  
*Ariake Maru*, Japanese str., for Kuchinostru.  
*Kwai Lum*, British steam-launch, for Macao.

## DEPARTURES.

Nov. 21, *Haitian*, British str., for Swatow.  
Nov. 21, *St. Jerome*, British str., for



## Intimations.

## "CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,  
HONGKONG.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOID and ULCERATION  
of the BOWELS.Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,

Proprietors and Sole Manufacturers,  
9, Old China Street,  
Shanghai.

12th October, 1899.

[1242]

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&c. &c. &c.

Coast Port Orders Executed.

ACHEE &amp; CO.,

FURNITURE STORE, 7, QUEEN'S ROAD, HONGKONG.

[1239]

Dr. KNORR'S

ANTIPYRINE

Dr. OVERLACH'S

MIGRAINE

"LION BRAND"

In Powder and Crystals, also in Drops of 5  
grains, easily soluble in Water.FEBRILE, RHEUMATISM AND NEURALGIC  
AFFECTIONS,  
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASHEI-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 per cent. solu-  
tions possesses similar bactericidal action to  
silver nitrate, but is distinguished by complete  
absence of irritating properties.It is requested that the directions on the  
boxes for making solutions shall be implicitly  
followed.

CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

[134]

UNTOUCHED BY HAND.

MELLIN'S  
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy,  
as employed in the Continental Hospitals by  
Ricord, Rostan, Jobert, Velpeau, and others,  
combines all the desiderata to be sought in a  
medicine of the kind, and surpasses everything  
hitherto employed.THERAPION No. 1, in a few days only  
removes all discharges from the urinary organs,  
effectually superseding injections, the use of  
which does irreparable harm by laying the  
foundation of stricture and other serious dis-  
eases. In dysentery, piles, irritation of the  
lower bowel, cough, bronchitis, asthma, and  
some of the more trying complaints of this  
kind, it will be found astonishingly efficacious,  
affording prompt relief where other well-tried  
remedies have been powerless.THERAPION No. 2, for impurity of the  
blood, scurvy, pimples, spots, blotches, pains  
and swellings of the joints, secondary sym-  
ptoms, disease of the bones, sore throat, and all  
diseases for which it has been long much a  
fashion to employ mercury, sarsaparilla, &c., to  
the destruction of the sufferer's teeth and ruin  
of health. This preparation purifies the whole  
system through the blood, and thoroughly  
eliminates every poisonous matter from the  
body.THERAPION No. 3, for nervous exhaustion,  
waste of vitality, and all the distressing con-  
sequences arising from early errors, excess,  
residence in hot, unhealthy climates, &c. It  
possesses surprising power in restoring strength  
and vigour to the debilitated.THERAPION may be procured at 2/6 and  
4/6 per package, of the principal Chemists and  
Merchants throughout the world. In ordering,  
the purchaser should state which of the three  
numbers he requires, and observe that the word  
"THERAPION" appears on the Government  
Stamp (in white letters on a red ground)  
affixed to every genuine package by order of  
Her Majesty's Hon. Commissioners, and with-  
out which it is a forgery.Sold by A. S. WATSON & Co., Limited,  
Hongkong, China and Manila.

£100,000 UNCLAIMED!

DOUGAL'S REGISTERED LIST  
containing names of 20,000 Families advertised for  
to claim property and money since 1700.  
Price 1s. 6d. post free 2s. Every man and  
woman should buy this book, as instructions  
are given how to recover property from Chan-  
cery. DOUGAL & CO., 62, Strand, London,  
England, Est. 1844. A fortune may await you.  
Wills searched for.

SIEN TING,

SURGEON DENTIST,

No. 10, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1899.

MITSUBISSAN KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office: TOKIO.

Branch Offices:--

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

THERAPION No. 1, in a few days only

removes all discharges from the urinary organs,

effectually superseding injections, the use of

which does irreparable harm by laying the

foundation of stricture and other serious dis-

eases. In dysentery, piles, irritation of the

lower bowel, cough, bronchitis, asthma, and

some of the more trying complaints of this

kind, it will be found astonishingly efficacious,

affording prompt relief where other well-tried

remedies have been powerless.

THERAPION No. 2, for impurity of the

blood, scurvy, pimples, spots, blotches, pains

and swellings of the joints, secondary sym-

ptoms, disease of the bones, sore throat, and all

diseases for which it has been long much a

fashion to employ mercury, sarsaparilla, &amp;c., to

the destruction of the sufferer's teeth and ruin

of health. This preparation purifies the whole

system through the blood, and thoroughly

eliminates every poisonous matter from the

body.

THERAPION No. 3, for nervous exhaustion,

waste of vitality, and all the distressing con-

sequences arising from early errors, excess,

residence in hot, unhealthy climates, &amp;c. It

possesses surprising power in restoring strength

and vigour to the debilitated.

THERAPION may be procured at 2/6 and

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Price 1s. 6d. post free 2s. Every man and

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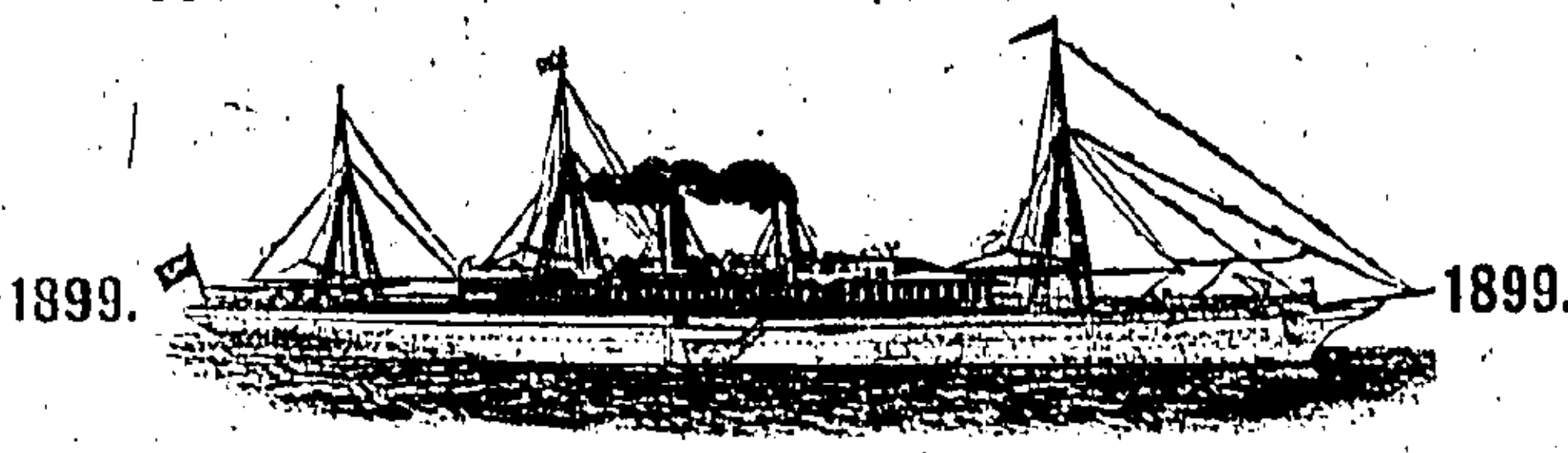
No. 10, D'ARVILLE STREET.

TERMS VERY MODERATE.

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Hongkong, 27th September, 1899.

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CANADIAN PACIFIC RAILWAY COY'S  
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SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.  
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER  
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and  
make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS  
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Return tickets to various points at reduced rates, Good for 3, 6, 9 and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
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TRAINS (the Company having received the highest award for same at recent Chicago World's  
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by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,  
Pall Mall Street, 13.

Hongkong, 25th October, 1899.

NORTHERN PACIFIC  
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of London 3,229 | R. W. Scott | Nov. 23

Queen Adelaide 2,832 | F. McNair | Nov. 25

Saint James 3,877 | W. Attree | Dec. 9

City of Dublin 3,328 | J. R. Rennie | Dec. 9

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVI-  
GATION COMPANY.

Algonquin 2,374 | W. A. Evans | Dec. 23

Algonquin 2,374 | J. Murray | Jan. 27

THE attention of Passengers is directed to

the very cheap rates offered by the Line,  
HONGKONG TO LONDON 47.Excellent accommodation. First-class Ta-  
bles. Doctor and Stewardess carried.

HONGKONG TO NEW YORK 44.

The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the Rocky and Cascade Mountains.  
The YELLOWSTONE NATIONAL PARK route.  
Passengers to EUROPE may proceed by one of  
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 48.

Rates of Passage to other points on application.

Special rates allowed to members of Govern-  
ment Services.Through Bills of Lading issued to Pacific  
Coast Ports, and to Canadian and United  
States Ports.Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Port-  
land, Or. (whichever may be the destination of  
the Steamer).Parcels must be sent to our Office (with  
address marked in full) by 5 P.M. on the day  
previous to sailing.For further information apply to  
DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 21st November, 1899.

[4]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,  
HONOLULU and SAN FRANCISCO, THE  
UNITED STATES, MEXICO, CENTRAL, and  
SOUTH AMERICA, &c.

Lady Joyce 3,194 | about | Nov. 30

Strathgyle 5,023 | about | Dec. 15

Carlisle City 3,002 | about | Dec. 31

THE Steamship

"LADY JOYCE"

will be despatched from SAN DIEGO VIA

NAGASAKI, KOBE, YOKOHAMA and

HONOLULU, on or about THURSDAY, the

30th instant.

Through Bills of Lading issued to any point  
in the United States.Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel packages  
will be received at the OFFICE until the same  
time. All parcels should be marked to address  
in full. Value of same is required.Consular Invoices, to accompany cargo des-  
tined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.For further information as to Freight or  
Passage, apply toBUTTERFIELD & SWIRE,  
Agents.

Hongkong, China and Japan.

Hongkong, 4th November, 1899.

[1330]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KOSAI MARU J. Nagao	VLADIVOSTOK, VIA SWATOW, ANOV, SHANGHAI, WEI-HAI-WEI, CHIEFOO, CHEMULPOO & NAGASAKI	THURSDAY, 23rd Nov., at Noon.
KAMAKURA MARU N. Frenn	KOBE and YOKOHAMA	THURSDAY, 23rd Nov., at 4 P.M.
KASUGA MARU E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 24th Nov., at 4 P.M.
HIROSHIMA MARU S. Yoshizawa	KOBE and YOKOHAMA	FRIDAY, 24th Nov., at 4 P.M.
FUTABA MARU J. Thom	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 25th Nov., at 4 P.M.
MIKI MARU S. Kawahara	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 28th Nov., at Noon.
SANUKI MARU J. W. Townsend	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 1st Dec., at Noon.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office at No. 7, Praya Central.A. S. MIHARA,  
Manager.

Hongkong, 20th November, 1899.

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## NORDEUTSCHER

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PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAMBURG	HAVRE and HAMBURG.	3rd
MAVER	(LONDON with transhipment in HAMBURG)	December.
KONIGSBERG	HAVRE and HAMBURG.	About 10th
Christianiansen	(LONDON with transhipment in HAMBURG)	December.
AMBRIA	HAVRE and HAMBURG.	About 2nd
Burmester	(LONDON with transhipment in HAMBURG)	January.
SARNIA	HAVRE and HAMBURG.	About 10th
Fuchs	(LONDON with transhipment in HAMBURG)	January.
SILESIA	MARSEILLES, HAVRE & HAMBURG.	About 20th
Behrens	(LONDON with transhipment in HAMBURG)	January.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and  
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TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU

(via Shanghai, Naga-  
saki, Kobe, Inland  
Sea, Yokohama and  
Honolulu)Saturday, 9th Dec.,  
at Noon.NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu)Wednesday, 3rd Jan.,  
1900, at Noon.AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu)Saturday, 27th Jan.,  
1900, at Noon.

THE Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO, VIA

SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, onSATURDAY, the 9th December, at Noon,  
taking Freight and Passengers for Japan, the  
United States, and Europe.Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco including theSOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
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lines.Particulars of the various routes can be had  
on application.Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in the service of China and Japan, and  
to Government officials and their families.Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
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the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.Consular Invoices to accompany Cargo des-  
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United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.For further information as to Passage and  
Freight, apply to the Agency of the Company,  
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J. S. VAN BUREN, Agent.



## A BOER WAR AND NATIVE ALLIES.

(By a South African.)

(Pall Mall Gazette.)

Although, in the event of a Boer war, it may not be judged expedient to arm any of the South African natives, it is still possible to utilize them in a number of ways. As scouts and guides their services may be invaluable. It must be remembered that, in all probability, the Boer marksmen will adopt the same tactics in a future campaign as they have adopted in the past, and will pick off our men at long ranges or wherever they can fire at little or no risk to themselves. They will not mass or fight in bodies, but each rider will dismount after his own fashion, throwing the reins over his horse's neck, choose his own bit of cover, whether a large boulder or bush, and then retreat as soon as possible. He will generally be at a place where he has already found the exact distance—say, 400, 500, or 600 yards, and perhaps further. But he will be always very chary about exposing himself to view. Against units of this sort a charge of cavalry may be impossible owing to the very nature of the ground that they have selected. Nor will quick-firing guns, of great devastating power, be of much avail, for, unlike the hosts of Derivishes, the Boers have no idea of charging in the impulse of mad enthusiasm. If it were possible for a British force to march over the open veldt to Pretoria or Johannesburg without approaching any kraal or kopje (that is, cliff or hillock) nearer than 600 or 1,000 yards, it is quite possible that they might be perfectly unmolested during the whole route. Except at Bloemfontein, the Boers have never been caught out in the open. On that occasion Sir Harry Smith was a smart officer and knew what he was about, and was favoured by fortune. If the Boers alter their tactics and carry about heavy guns, or trust to artillery rather than to rifles, they will probably expose themselves to a reverse. The Germans and others who are said to be forming themselves into a corps on their behalf will probably alter the fighting tactics a little, but German drill is not Boer drill.

Whatever happens, however, in the course of a Boer war, it is clear that the very first thing to be required of an operating force is a most exact and accurate knowledge of small geographical details. At a distance the South African veldt in its large outline, seems to lie open and free from opportunities of ambush and shelter, but a closer inspection, especially in the vicinity of a small hill or spur of a mountain range, or near a river bank, will reveal large stones, boulders, ant-hills, and "stints," washed out water-holes. If a rider will stand near a place of this sort then there will be need for caution. The enemy has probably found his distance with accuracy, as he did at Laing's Nek and elsewhere, and shoots at an advantage. It may happen that the adjoining mountain, with a broad grassy plateau above, affords a perfect retreat along a steep path up which a Boer pony, without shoes, can scramble with perfect safety. Any one who has shot "reebok" or pursued "kimp-springs" along the South African mountain ridges with the aid of a clever little South African pony, which will do anything it is asked to do, will know what "superiority" a Boer may have over a stranger in a country of this sort. The Boers with their veldt-schoons are as nimble as so many baboons up the mountains. No cavalry regiment would be of the slightest avail against such adversaries as these, who would have the following advantages: a knowledge of the country, a more efficient rifle with a longer range, and greater power of mobilization. The best thing would be of course to avoid all places in the South African veldt where ambush is possible. For a road across the South African veldt is simply a track cut a random, to be altered very often at the sweet will of the "kruyers" or carriers, supposing a flood has washed out a bad place. To choose the best road—namely, the one that is safe from ambushes, such as we have described, will be the first duty of our pioneers, even if considerable detours have to be made. We are dealing with a foe that hides and does not attack. The way out for our best cavalry regiments is really scouting work chiefly, and to send them out with the idea that they will ever charge the Boers in mass is surely trusting to a chance that may never arise.

## SPOORING.

It is in the work of scouting and of tracking, or "spooring," especially that Basutos, Bechuannas, or Awazies, may be of the greatest possible use to an expeditionary force. No one can detect with accuracy the signs and vestiges of a foe as well as natives, and they should be mounted, so as to give them as wide a range as possible. The time for their greatest activity and alertness should be just before daybreak. With a cloud of spoorers on this side and on that, a British force would run little risk of being led into a tight corner or along a narrow pass, when an unseen foe might pour in a murderous and efficacious volley. A Basuto corps on their stout little ponies, if necessary, with field glasses to detail work mentioning, and ordered simply to reconnoitre and not fight, would be an ideal corps.

The instinct which the South African has by nature for interpreting the signs around him and of scenting a foe from afar is simply marvellous. The crushed leaf or broken twig, the imprint of a hoof, the sound of a bird's note of alarm, the scolding of a "dassie" or rock-rabbit, and the grunt of baboons up a mountain side are all evidence of a tell-tale character to him. He reads the veldt like an open book, and it is he who really has taught the Boer his craft and cunning. Why should we not use this aptitude of the natives for our own advantage? They must be the eyes and ears of our expeditionary force. They can tell the numbers of a concealed body of skirmishers by signs which no European can read. They will be the feelers of our advancing columns.

## FINDING THE RANGE.

With regard to accurate rifle shooting, it must always be remembered that the South African atmosphere is transparent and elusive. The best shot at Blaisy, if suddenly transplanted to the South African veldt, where a glimmering mirage so often prevails, would find himself out of it, at any rate at first. It is in finding the right range and distance that a colonial-born man, with hand and eye trained on the South African veldt, has an advantage. There are plenty of English colonists, however, who are quite as good shots as the Boers. It must be added that at Bronkhor's Spruit, Laing's Nek, and elsewhere the accuracy of Boer shooting was owing to their having already known the exact distances. No doubt all these things have long since been thought out carefully by our military authorities, but all the same, when large numbers of troops are landed for the first time upon the South African veldt, obvious truths have to be insisted upon more than once. Probably no spot in South Africa is as difficult as the valleys which were the scene of our recent frontier campaign in India. But the Boer foe is different from an Indian foe. Let us grasp his mode of fighting thoroughly; let us use the native for information and tracking; and above all study the small geographical features of the land. It may be impossible to use the railways in the Transvaal in the event of hostilities, and so our advance may be by road or trackway. If the chief towns or dorps can once be held,

there will be no need to follow the Boer farmers up their scattered homesteads amongst the kloofs and valleys of their country. The country "dorp" is the centre of his country life, without which he cannot exist at all, and if we hold this we have a very substantial hostage for good behaviour.

The Boer farmers would be particularly sensitive to sudden raids and attacks made upon their homesteads. These might be threatened from different points, and the very threat would keep the Boers at home and prevent their concentrating in large numbers anywhere. An attacking party might easily take advantage of a "kopje" and fortify it, provided that it is chosen well. The Boers, in spite of the Majuba achievement, which is capable of explanation as having happened at a hollow trap difficult to defend unless the soldiers showed themselves against the sky line, have never been fond of storming strong positions. They have never done so in the various Basuto wars. Another question is this: Will the Boer farmers of the Cape Colony join the Transvaalers? This is not probable. Take such a district as that of the Paarl, Oudtshoorn, Swellendam, and the south-western part of the Cape Colony, the distance of more than one thousand miles is prohibitive. If there is any treason on a large scale the Civil Commissioners and resident magistrates are sure to hear of it, and the Transvaal sympathizers become marked men, liable at least to heavy fines. A Boer, as a rule, does not like fighting out of his own district and neighbourhood.

## LATE WAR NEWS.

Via Australia.

## The Queensland Contingent.

BRISBANE, October 25th.  
The date of the departure of the Queensland troops for the Transvaal has not yet been definitely fixed, but they are expected to leave on Monday, in which case that day will be proclaimed a public holiday.

There are now in camp near Brisbane some 280 men who have volunteered for service in South Africa, and of this number eighteen have been rejected.

## The Naval Preparations.

LONDON, October 25th.  
All the British cruisers which were mobilized for the recent naval maneuvers are preparing for active service, and are being put into commission.

These preparations are so obviously beyond the necessities of the trouble in South Africa, that it is regarded now as an open secret that the Government have grave complications with others of the Great Powers before many weeks.

## After Elandslaagte.

It is reported that after the battle at Elandslaagte the Boers and the British fraternized on behalf of the wounded.

## The Russian Press.

The Russian Press speaks in highly laudatory terms of the bravery of the British in the recent fighting at Glencoe and at Elandslaagte.

## Lee-Metfords for Volunteers.

All the Cape Volunteers have been supplied with the Lee-Metford rifle.

## Barricades at Kimberley.

LONDON, October 26th.  
Latest reports from Kimberley state that the place is now completely invested. The streets are barricaded, and the roads blocked with barbed wire fencing.

## Intervention Improbable.

Owing to the recent movements of the Russian and French fleets, the Times this morning discredits the fears of any alarming Continental combination at present.

## Dawson City Volunteers.

Hundreds of men are volunteering at Dawson City for military service in the Transvaal.

## Boer Civility.

The Boers are reported to have treated the British burial parties at Elandslaagte with great civility.

## Mafeking.

The Boer artillery has shelled Mafeking, and several houses caught fire and were soon in flames.

The Boers on Friday removed all their guns from before the place.

## Another Proclamation.

President Steyn has issued another proclamation in which he calls upon the colonial Boers to help their brethren.

## NEW PORT OF DALNY.

TERMINUS OF SIBERIAN ROAD.  
ST. PETERSBURG, September 16th.

Events have been moving with such rapidity in every quarter of the globe during the past month or six weeks that the progress of the great Russian railway enterprise has been almost overlooked. Since M. de Witte, the Minister of Finance, received the Imperial command on August 11th to take the necessary steps for founding a new town at Talien-Wan, to be called in future Dalny, which is to be the eastern terminus of the Trans-Siberian Railway, a great deal has been done. The Bay of Talien-Wan possesses all the natural properties requisite for its becoming one of the principal centres of general trade and for the attraction of enterprising men of all nationalities. The town of Dalny is being developed on a regular plan, and no speculative building is permitted.

It certainly augurs well for Dalny that it has been declared a "free port" so long as the territory of Talien-Wan is ceded by China to Russia. Thanks to this privilege, the port of Dalny will be able to import and export freely every kind of goods without being compelled to pay duty. However, as is the case in all other "free ports," tonnage, anchorage dues, and all other harbour dues necessary for the proper maintenance of the port will be duly levied.

The commercial development of the port of Dalny cannot fail to exert a great influence upon the traffic of the Trans-Siberian Railway, and the freedom of trade will permit Russian and foreign merchants to establish sound business there. The success of the railway enterprise depends in great measure upon the regularity of the intercourse ultimately established between its terminus and the commercial centres of the Far East. In view of this fact, and in consequence of the tendency of Japan manifested by Japan to monopolize the steamship service in the district eventually to be served by the Trans-Siberian line, the Russian authorities considered the question of establishing a Russian line of steamers in the Pacific. The Siberian Railway and the various subsidiary enterprises connected with it will naturally be potent factors in reviving and strengthening the relations between Russia and the countries of Eastern Asia. But in order to preserve them essentially Russian, and to make them answer the purpose for which they are con-

structed, namely, the creation of interests purely Russian in the districts affected, there must be a sufficient number of Russians on the spot ready to set to work so soon as the railroad is completed. The Oriental Institute, shortly to be opened at Vladivostok for the purpose of instructing Russians in the Oriental languages and in the chief elements of political and commercial education, is expected to afford great assistance in this direction.—*Inquirer.*

## NAVAL NEWS.

ENGLAND STILL HAS A GREAT LEAD AND WITH SHIPS BUILDING CAN EASILY MAINTAIN IT.

France, like the other great powers of the age, is hustling to bring her navy up as near as possible to the British standard. Today she has nearly twenty-five ships building. As a naval power France stands next in importance to Great Britain, and it, therefore, becomes of much interest to compare the two, and the following table will be interesting.

England.	France.
Battleships, first-class.....	45
Battleships, second-class.....	18
Battleships, third-class.....	17
Coast defense ships.....	14
Cruisers, armoured.....	21
Cruisers, first-class.....	30
Cruisers, second-class.....	33
Cruisers, third-class.....	44
Torpedo gunboats.....	34
Torpedo boats, first-class.....	176
Torpedo boats, second-class.....	12
Torpedo boats, third-class.....	12
	466
	393

\*Fire building.  
\*\*Ten building.  
\*\*\*One hundred and eight are destroyers.

Neither of the foregoing lists include transports or ships out of service. England has nearly one hundred ships building.

It is intended to increase the French fleet by a programme covering a period of several years. The total sum proposed to be outlaid during eight years beginning with 1898 is 721,825,572 francs. In all, the programme means the construction of eighty-five vessels, eight of which are battleships and ten first-class cruisers.

Among the new French vessels are the *Henri IV*, the *Duval*, and *La Hire*. The *Henri IV* was launched not long ago at Cherbourg in the presence of Vice-Admiral Dicaud, the Maritime Prefect and Commander-in-chief at that port, and M. Bertin, her designer. The *Henri IV* took the water amid the cheers of 30,000 spectators and the playing of the "Marseillaise" and the Russian hymn by the band. She is a ship of a new type in the French navy and ranks as a second-class battleship, designed principally for coast defense. Her structure is in part that of a battleship and in part that of a monitor—battleship at the bows, with a high freeboard, and monitor at the stern, where her quarterdeck is only a yard or so above the water line. The *Henri IV* is 102 metres (433 feet) long and 22 metres (86 feet) in width—a beam much greater than is usual in vessels of that length. Her tonnage is 8,950, and her horse-power 11,500. She has three propellers, and her estimated speed is seventeen knots. Armament: Two 27-centimetre (10-inch) guns, in turrets, and seven 14-centimetre quick-firers, with fourteen smaller guns. The *Duval* is a torpedo boat destroyer of 300 tons, having a length of 55 and a width of 6.30 metres. With her indicated horse power of 3000 she has steamed over twenty-seven knots, with her coals, stores and armament on board to the weight of eighty tons—more than twice the weight (as the French naval writers take a natural pleasure in pointing out) of the corresponding equipments, etc., on foreign vessels of her class. The gun platform of the *Duval* is rather higher above the water level than usual, and gives her guns as much scope as in vessels of much greater displacement. Her armament consists of one 65-millimetre quick-firer and six of 47-millimetre, with two torpedo tubes. The *Duval* was built at Havre.

The already powerful fleet which France maintains in the Mediterranean will very shortly receive a small but useful addition in two new torpedo cutters *La Hire*, which is now under construction at Cherbourg. *La Hire* is a vessel of 868 tons, and though her speed does not exceed twenty-three knots an hour her designers consider that her superior size will enable her even to become a formidable menace to destroyers, not to mention torpedo boats, in an ordinary seaway. The armament which is to be brought into play against these smaller craft, should she prove to have the capabilities claimed in the way of speed at sea, consists of a dozen quick-firing guns. Six of these are on the spar deck and fire shells weighing about eight pounds apiece, while the other six are three-pounders and are distributed between the bridge, the spar deck and the after deck. *La Hire* is about 256 feet in length, with a beam of 27 feet, and her twin screws are driven by engines of 6,400 horse power. She has two funnels and the same number of light pole masts.

There is a remarkable difference in the appearance of first-class battleships of the British and French navies. The *Hoche* is of 20,823 tons displacement, her heaviest armament being 18 inches thick. Her armament consists of two 13.4-inch guns; two 10.8-inch guns; twelve 5.5-inch quick-firer guns, and twenty-nine small quick-firer guns. She has five torpedo ejectors, an indicated horse power of 11,000, and a normal speed of 17 knots. As to the *Revenge*, she is of 14,150 tons displacement, her extreme armament, like the *Hoche*, being 18 inches. Her armament consists of four 13-inch guns; four 6-inch guns, of quick-firer pattern; seven 6-pounders and three 3-pounder quick-firers. The *Revenge* has seven torpedo ejectors, an indicated horse power of 13,000, and a normal speed of 17.5 knots.

The Argentine Republic appears to be making preparations for that attack on Chile, which South American statesmen have long regarded as almost inevitable. By buying successive cruisers constructed for the Italian Government, building others at Elswick and creating a respectable torpedo flotilla, Argentina has now raised herself to the position of being the strongest naval power in South America. Brazil, which has a slower development, looks on with curiosity at this new activity. The energy of the Argentines is not confined to the buying of ships. They have adopted a plan of coast defense, and are building forts armed with 10-inch Krupp and mortars at many important points. Bahia Blanca is the centre of activity, while Port Beltrano is designed to become the Argentine Portsmouth. It lies in a secure position, reached by a well-defended channel, and the whole approach is to be lined with forts. A mole over 200 yards long is now being built, and there is to be ample accommodation for twenty of the armoured cruisers which the Argentine navy affects, with torpedo basins, a dry dock, gunnery and other stores, coal sheds and apparatus, workshops, barracks, and every necessary for repairing, fitting and equipping warships. The port will also have the naval school and observatory, a large hospital and quarters for officers and men, with a great drill square, where 12,000 men can be exercised. Evidently the Argentines are resolved to hold the mastery in the southern part of South America.—*Pan Record.*

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Abbott, E.  
Beck & Co., A.  
Brooks, Captain J. S.  
Bingham, J. E.  
Barker, A. M.  
Baber, Miss Z.  
Blum, M.  
Bird, E. G.  
Balmer, Miss J.  
Buckley, P.  
Bachmann, Mrs. E.  
Bartrand, N.  
Bowman, W.  
Bingham, Mrs.  
Borrowdale, J. T.  
Breitag, Mrs. L.  
Corfield, Mons.  
Crawford, T. C.  
Cohen, M. C.  
Caldie, Miss  
Crawford, F. O.  
Cong, G.  
Chubb, A.  
Camillo, C.  
Charoussat, P.  
Colant, Miss M.  
Chanson, Mme.  
Clemens, Mrs. J.  
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Joke, D.  
Dunlop, F. J.  
Duncan, Mrs. J. A.  
Duchrocher, Mons.  
Debeaux, R.  
Dadre, Mons.  
Dubbers, A.  
Dalton, E. C.  
Dank Yeoua, Mons.  
Dahl, L.  
Dezso, D.  
Eidelstein, P.  
Eford, Mrs. C.  
Hendley, Dr. W. A.  
Francis, Mrs.  
Finanzi, L.  
Fennell, A.  
Fondley, C. F.  
Graham, Miss L.  
Guerra, T.  
Glasse, Mr.  
Gough, W.  
Gott, L.  
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Harding, W. A.  
Hart, Miss H.  
Harvey, Mrs. C.  
Hudson, L. A. K.  
Heinszen & Co., C.  
Hesketh, S. B.  
Harrison, W. H. C.  
Hayes, Mr.  
Havit, Maria  
Hold, J. G.  
Jones, Jas.  
Johnston, A. H.  
Joseph, J.  
Kunkel, M.  
Kaimol, J. J.  
Lee Pung, Mr.  
Lloyd, G. R.  
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Lambe, W. P.  
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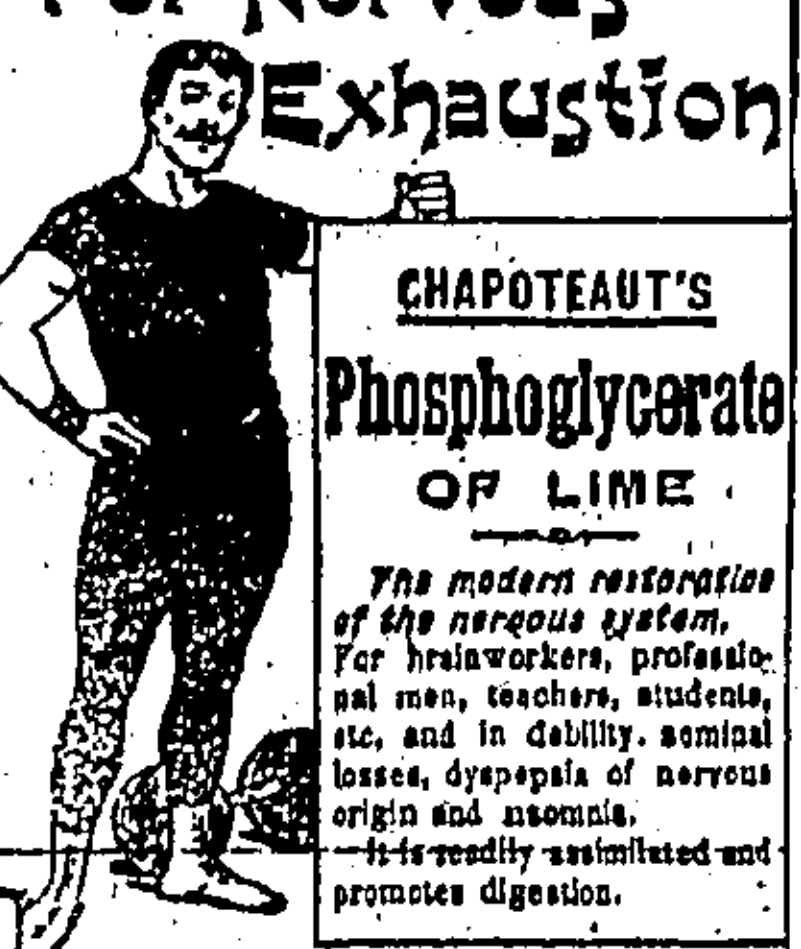
Bonamour, P.  
Coelman, R.  
China, Bazaar  
Cuvill, James  
Cameron, Wm.  
Crawford, J. R.  
Cunningham, A.  
Din, Mung, Capt.  
Faust, Miss A.  
Freidmann, M.  
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Felix, Dr.  
Fakaz, D.  
Godaneky, E.  
Gdansk, S. O.  
Harris, P.  
Heskeith, S. B. (2)  
Hall, G.  
Hau, G. W.  
Hauflmann, W. W.  
Israel, Elisk.  
Jorge, J. V.  
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CHINA NAVIGATION COMPANY, LIMITED.

FOR SHIMONOSEKI AND KOBE.  
The Company's Steamship

"CHINGTU,"  
Captain Williams, will be despatched as above on THURSDAY, the 23rd instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 13th November, 1899. [1381a]

NIPPON YUSEN KAISHA.  
FOR MANILA.

The Company's Steamship  
"KASUGA MARU,"  
3,800 Tons Gross, Captain E. W. Haswell, will be despatched for the above Port, on FRIDAY, the 24th instant, at Noon.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to  
A. S. MIHARA,  
Manager,  
Hongkong, 20th November, 1899. [1442a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
The Company's Steamship

"YUENSANG,"  
Captain P. H. Rolfe, R.N.R., will be despatched as above on SATURDAY, the 25th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers,  
Hongkong, 17th November, 1899. [1435a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
The Company's Steamship

"MAIDZURU MARU,"  
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents,  
Hongkong, 20th November, 1899. [1213a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Company's Steamship

"MACHAON,"  
Captain Hamah, will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 23rd October, 1899. [1333a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Company's Steamship

"IDOMENEUS,"  
Captain Riley, will be despatched as above on TUESDAY, the 12th December.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 16th November, 1899. [1433a]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" & "WUCHOW,"  
will be despatched alternately from Messrs. DOUGLAS LARRAIK & CO.'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHUIHING and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals, HONGKONG TO SAMSHUI.

Single Fare.....\$10.00  
Return Fare.....17.50

HONGKONG TO WUCHOW.  
Single Fare.....\$20.00  
Return Fare.....35.00

The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further Information, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 16th October, 1899. [1307a]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

EVCE, American ship, D. Whitmore—Standard Oil Co.

## Shipping.

## SAILING VESSELS.

FOR PHILADELPHIA & NEW YORK.  
THE 3/3 A.L.T. American Ship

"ST. MARK,"  
Captain Dudley, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR BALTIMORE & NEW YORK.  
THE 3/3 A.L.T. American Ship

"REUCE,"  
Captain Whitmore, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR NEW YORK.  
THE 3/3 L.L.T. American Ship

"ADOLPH ORB,"  
Captain Amshury, having arrived will shortly load here for the above Port and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Hongkong, 10th November, 1899. [1405a]

Consignees.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.  
S.S. "KOENIG ALBERT."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company,



## Intimations.

THE CHINA &amp; JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &amp;c., &amp;c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanician sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &amp;c., &amp;c.,

Apply to,

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898. [135]



**WATERING APPARATUS**  
Non-Injuring & Ordinary Hydraulic Street Watering Apparatus.  
Gardens Watering Boxes and Sprayers.  
Copper, Brass, and Cast Iron Cylinders and Valves.  
**E. GUESNIER & CO.,**  
Engineers and Boiler Makers.  
(Successors of ACHILLE & CO.)  
27, Rue des Tullandiers  
PARIS.  
Hydraulic and Marine Apparatus supplied to the Vichy Co. Vapour Baths (Bellefleur system).  
Apply to—  
M. OFFENHIMER & CO., PARIS.

## The Share Market.

## LATEST QUOTATIONS.

(November 21st.)

**Banks.**  
Hongkong and Shanghai Banking Corporation—349 per cent. prem.  
The Bank of China & Japan, Ltd.—(Preference) nominal.  
The Bank of China & Japan, Ltd.—(Ordinary) 1/2 buyers.  
The Bank of China & Japan, Ltd.—(Deferred)—1/2 buyers.  
National Bank of China, Ltd.—\$30.  
Do. —\$30.

**Marine Insurance.**  
Union Insurance Society of Canton, Ltd.—\$242.  
China Traders' Insurance Co., Limited—\$59.  
North China Insurance Co., Ltd.—\$120.  
Yangtze Insurance Assoc., Ltd.—\$121.  
Canton Insurance Office, Ltd.—\$133.  
Strait Insurance Co., Ltd.—\$5.

**Shipping.**  
Hongkong, Canton, & Macao Steamboat Co., Limited—\$29.  
Indo-China Steam Navigation Company, Ltd.—\$82.  
China and Manila S.S. Co., Ltd.—\$90.  
Douglas Steamship Co., Ltd.—\$474.  
China Mutual S. N. Co., Ltd.—(Preference)—\$60 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—\$50 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—\$3 buyers.  
Star Ferry Co., Ltd.—\$214.

**Refineries.**  
China Sugar Refining Co., Ltd.—\$130.  
Luzon Sugar Refining Co., Ltd.—\$47.

**Mining.**  
Fungion Mining Co., Ltd.—\$9.  
Do. —Preference Shares—\$150.  
Société Française des Charbonnages du Tonkin—\$300 buyers.  
Queen Mines, Limited—\$474.  
Jebeub Mining and Trading Co., Ltd.—\$134 sales.

**Gold and Silver.**  
Raub Allan Gold Mining Co., Ltd.—\$64.  
Oliviers Freehold Mines, Ltd.—(A) \$9 buyers.  
Oliviers Freehold Mines, Ltd.—(B) \$7.  
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$1.

## Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$25 per cent. prem.  
Hongkong and Kowloon Wharf and Godown Company, Limited—\$87.  
Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.  
New Amoy Dock Co., Ltd.—\$184.  
**Land, Hotels and Buildings.**  
China Provident Loan and Mortgage Co., Ltd.—\$50 buyers.  
Hongkong Land Investment and Agency Co., Ltd.—\$112.  
Kowloon Land and Building Co., Ltd.—\$28.  
West Point Building Co., Ltd.—\$29.  
Hongkong Hotel Co., Ltd.—\$124.  
Humphrey's Estate and Finance Co., Ltd.—\$10.

## Miscellaneous.

Green Island Cement Co., Ltd.—\$184.  
China-Borneo Co., Limited—\$104 buyers.  
A. S. Watson & Co., Limited—\$125.  
Hongkong Electric Co., Limited—\$130.  
Hongkong and China Gas Co., Ltd.—\$130.  
Hongkong Rope Manufacturing Co., Ltd.—\$189.  
Geo. Fenwick & Co., Ltd.—\$52.  
Hongkong Ice Co., Ltd.—\$123.  
Hongkong High-Level Tramways Co., Ltd.—\$147.  
Dairy Farm Co., Limited—\$6.  
Hongkong & China Bakery Co., Ltd.—\$25.  
Campbell, Moore & Co., Ltd.—\$15 buyers.  
Bell's Asbestos Eastern Agency, Limited—\$1 nominal.  
Bells Asbestos Eastern Agency, Ltd.—\$5.  
Carmichael & Co., Limited—\$8.  
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$68.  
Ewo Cotton Spinning & W. Co., Ltd.—\$116.  
International Cotton Mfg. Co., Ltd.—\$15.  
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—\$77.  
Soy Chee Cotton Spinning Co., Ltd.—\$15.  
Yahloong Cotton Spinning Co., Ltd.—\$15.  
Tebrau Planting Co., Ltd.—\$4 per share.  
Tebrau Planting Co., Ltd.—\$5.  
BENJAMIN, KELLY & POTTS (Share Brokers).  
Telephone Address—"Rialto."

## EXCHANGE.

Hongkong, 21st November.  
ON LONDON, Telegraphic Transfer, 1/11 5/16.  
Bank Bills, on demand, 1/11 1/2.  
Credits, 4 months' sight, 1/11 1/2.  
Debits, 4 months' sight, 20.  
ON BERLIN, (demand) M. 1/99.  
ON PARIS, Bank Bills, on demand, 2/4 1/2.  
Credits, 4 months' sight, 2/4 1/2.  
ON NEW YORK, Bank Bills, on demand, 47 1/2.  
Credits, 30 days' sight, 47 1/2.  
ON HAMBURG, Telegraphic Transfer, 1/44.  
ON SHANGHAI, Telegraphic Transfer, 7 1/2.  
Private, 30 days' sight, 7 1/2.  
ON YOKOHAMA, T.T. 1/4 per cent. prem.  
Sovereigns, Bank's Buying Rate, \$10.49.  
Gold Leaf 100 touch, per tael, \$35.65.  
Bar Silver, 100 touch, 27.  
Dollars, 4 1/2 per cent. prem.

## VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken  
Mrs. John Angus  
Mr. Ed. Austin  
Mr. W. S. Bailey  
Mr. B. J. Barlow  
Mr. and Mrs. M. W. Barrett  
Mr. J. F. M. Bartlett  
Mr. W. B. Black  
Com. Blackburn, R.N.  
Mr. R. W. Borthwick  
Mr. J. Botelho  
Mr. and Mrs. A. H. Bottenheim  
Mr. J. Branch  
Mr. J. W. Brown  
Mr. G. Bunsie  
Mr. A. B. Burdett  
Mr. T. F. Burdett  
Mr. C. F. Carter  
Mr. C. F. Childs  
Mr. Choford  
Dr. and Mrs. F. Clark  
Sir Rupert Clarke, Bart.  
Mr. E. E. D. Clarke  
Miss Cunliffe  
Mr. Jas. Deitrich  
Mr. & Mrs. J. Deitrich  
Mr. P. C. Denroche  
Mr. F. Doki  
Mr. P. C. Donald  
Miss Drum  
Mr. A. H. Ellis  
Mrs. Farrell and child  
Mr. W. Fucker  
Miss M. Geary  
Mr. & Mrs. K. Gibson  
Capt. Goddard  
Major and Mrs. Griffin  
Mrs. Groves  
Mr. T. Guignard  
Mr. B. J. Hall  
Miss Hamilton  
Mr. T. Howard  
Mr. G. Hulsen  
Mrs. Jackson  
Major and Mrs. Jeffreys  
Mr. and Mrs. Joseph  
Mr. and Mrs. Kahne  
Mr. E. A. Katsch  
Mr. Kinghorn  
Mr. J. Kirkwood  
Mr. J. Lamke  
Mr. E. A. Leggett  
Mr. L. Levy  
Miss Lither  
Mr. Emilie Lutz  
Mr. A. G. Macmillan  
Mr. W. V. Maslovsky  
Mr. J. V. Mayston  
Mr. J. S. McCall  
Mrs. J. McCall  
Mrs. McCrackin and child  
Mr. & Mrs. E. McLeod  
Surgeon-General and Mrs. McVittie  
Mr. T. S. Meser  
Capt. and Mrs. Moller  
Mr. P. Morgan  
Mr. W. E. Mouldsdale  
Mr. E. O. Murphy  
Misses Newell (2)  
Mrs. J. J. O'Neill  
Mr. M. Pando  
Mr. W. F. Parfitt  
Mr. J. C. Perry  
Mr. L. B. Porter  
Mr. A. C. Van Nierop  
Mr. Reeves  
Mr. and Mrs. C. E. Richardson  
Miss Richardson  
Mr. G. E. Richardson  
Mr. S. J. Robbins  
Mr. R. T. Rolph  
Mr. and Mrs. Schurch  
Mr. H. Simmons  
Mr. S. Simms  
Mr. A. J. Hamilton  
Synthie  
Mr. Soa  
Mr. A. Spagnolo  
Mrs. M. Stanford  
Mr. M. Steger  
Mr. B. Taylor  
Mrs. C. Thomas  
Mr. & Mrs. H. H. Todd  
and family  
Miss Twining  
Mr. F. Urbig  
Mr. H. S. Vaughan  
Mr. G. Waghorn  
Mr. R. Wadlow  
Mr. and Mrs. B. T. Walling and child  
Mr. & Mrs. W. Whitley  
Miss Whitley  
Mr. and Mrs. A. W. Whitlow  
Mr. and Mrs. Bagnall  
Wild  
Mrs. J. Williamson  
Mr. Geo. E. Wolf  
Mr. J. M. de Zaniga

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. and Mrs. F. E. All-husen  
Mr. John J. Bawman  
Mr. H. F. R. Bryne  
Mr. P. Bure  
Capt. Van Corback  
Mr. G. H. Dann  
Mr. and Mrs. W. H. T. Davis and child  
Mr. A. L. Denison  
Mr. P. Dow  
Colonel H. Elsdale  
Mr. J. S. Ezekiel  
Mrs. A. Fleet  
Mr. A. Forbes  
Lt.-Col. A. R. Fraser  
Mr. H. H. Gompertz  
Colonel E. H. Gorges  
Staff-Surgeon and Mrs. W. E. Home  
Mrs. Iburg  
Major G. R. St. John  
Rev. F. Flynn, R.N.  
Miss Von der Pforden  
Mr. R. P. Johnston  
Mr. C. Mesner  
Mr. and Mrs. R. D. Ormsby  
Miss Ormsby  
Mr. and Mrs. Von der Pforden  
Consul Volpicelli  
Miss Lillie Von der Pforden

## CRAGIEBURN.

Rev. F. Flynn, R.N.  
Miss Von der Pforden  
Mr. R. P. Johnston  
Mr. C. Mesner  
Mr. and Mrs. R. D. Ormsby  
Miss Ormsby  
Mr. and Mrs. Von der Pforden  
Consul Volpicelli  
Miss Lillie Von der Pforden

## OPIUM QUOTATIONS.

Hongkong, 21st November.  
New Patna ..... 397 1/2 per chest.  
New Benares ..... 370  
New Malwa ..... 370 per picul.  
Old Malwa ..... 380/385  
Persian, paper tied ..... 320

## VESSELS IN PORT.

**Steamers.**  
ALGOA, British steamer, 4,896, F. G. Hansford, 15th Nov.—Moji 10th Nov., Coal.—P. M. S. S. Co.  
AMARA, British steamer, 1,705, C. J. Mattock, 15th Nov.—Samarang 31st Nov., Sugar.—Landing, Matheson & Co.  
AMIGO, German steamer, 372, J. Bendizen, 18th Nov.—Haiphong 15th Nov., General.—Jensen & Co.  
BENLOMOND, British steamer, 1,752, C. K. McIntosh, 16th Nov.—Singapore 9th Nov., General.—Gibb, Livingston & Co.  
CATANIA, German steamer, 1,880, A. Bode, 19th Nov.—New York 28th Sept., General.—Carlowitz & Co.  
CHINGTU, British steamer, 1,459, J. Williams, 20th Nov.—Sydney 18th Oct., Brisbane 20th, Townsville 23rd, Cooktown 24th, Thursday Island 28th, Port Darwin 3rd Nov., Kemo (Celebes Id.) 7th, and Manila 17th, General.—Butterfield & Swire.  
CHOWFA, British steamer, 1,050, J. Williamson, 15th Nov.—Bangkok 6th Nov., General.—Butterfield & Swire.  
CLARA, German steamer, 675, A. Hansen, 19th Nov.—Haiphong 16th Nov., General.—Jensen & Co.  
DAPHNE, German steamer, 1,292, Th. Nissen, 17th Nov.—Kutchinotzu 12th Nov., Coal.—Siemssen & Co.  
DEUTEROS, German steamer, 1,001, E. Petersen, 19th Nov.—Saigon 13th Nov., Rice.—Siemssen & Co.  
EMPRESS OF INDIA, British steamer, 5,994, O. P. Marshall, R.N.R., 1st Nov.—Vancouver 10th Oct. and Shanghai 29th, Mails and General.—C. P. R. Co.  
EQUATORIA, Belgian steamer, 1,235, W. Williams, 22nd Oct.—Swatow 21st Oct., Ballast.—Lauts, Wegener & Co.  
GLENNIE, British steamer, 2,204, J. Mc-Gilroy, 20th Nov.—Fowhom 18th Nov., General.—McGregor Bros. & Gow.  
HAIRAN, French steamer, 377, W. Bath, 20th Nov.—Pakhoi and Hoihow 19th Nov., General.—A. R. Marty.  
HAITAN, British steamer, 1,183, J. S. Roach, 19th Nov.—Fowhom and Amoy 18th Nov., General.—Douglas, Lapraik & Co.  
HATING, French str., 705, M. Jensen, 19th Nov.—Haiphong and Hoihow 18th Nov., Rice and General.—A. R. Marty.  
HOHENZOLLERN, German steamer, 2,039, H. Kitchner, 6th Nov.—Yokohama 27th Oct., Kobe 31st, and Nagasaki 2nd Nov., General.—Melchers & Co.  
KOSAI MARU, Japanese steamer, 1,418, J. Nagao, 17th Nov.—Swatow 16th Nov., General.—Nippon Yusen Kaisha.  
KUTSANG, British steamer, 1,495, R. C. D. Bradley, 15th Nov.—Java 4th Nov., Sugar.—Jardine, Matheson & Co.  
MOVINE, British steamer, 3,016, R. Conradi, 20th Nov.—Amoy 19th Nov., General.—Shewan, Tomes & Co.  
PAKSHAN, British steamer, 1,235, J. Jenkins, 20th Nov.—Bangkok 9th Nov., Rice and Meal.—Bradley & Co.  
PURA CHON KLAO, British steamer, 1,011, J. Fowler, 17th Nov.—Bangkok 7th Nov., and Koh-si-chang 9th, Rice and General.—Yuen Fat Hong.  
PROFONTS, British str., 1,390, W. Mackay, 20th Nov.—Koh-si-chang 11th Nov., Rice.—Heung Sing Steamship Co.  
SANDAKAN, German steamer, 1,374, E. Muhle, 18th Nov.—Sandakan 12th Nov., Timber and General.—Melchers & Co.  
SIAM, British steamer, 992, Ferris, 19th Nov.—Bangkok via Koh-si-chang 10th Nov., Rice and General.—Bradley & Co.  
UNDAUNTED, British steamer, 2,026, S. Elcoale, 9th Nov.—Philadelphia 8th Sept., Kerosine Oil.—Order.  
WONGKOL, British steamer, 1,115, B. B. Brooke, 17th Nov.—Bangkok 9th Nov., and Hoihow 16th, Rice.—Yuen Fat Hong.

## Sailing Vessels.

ADOLPH ORRIG, American bark, 1,302, Arms-dorf, 17th Oct.—New York 5th May, Case Oil.—Standard Oil Co.  
LOTHAIR, Italian bark, 759, C. Lewanger, 1st Oct.—Callao Peru 21st July, Iron.—Order.  
MARY L. CUSHING, American bark, 1,540, Pendleton, 1st Oct.—New York 16th May, Case Oil.—Order.  
RETRIEVER, British schooner, 96, Parker, 8th Sept.—Honolulu 16th July, Ballast.—Order.  
REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.—New York 30th May, Case Oil.—Standard Oil Co.  
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.—Cebu and Philippine Islands 22nd Aug., Ballast.—Order.  
ST. JAMES, American bark, 1,453, R. M. Tapley, 29th Sept.—Manila 13th Sept., Ballast.—Reuter, Bröckelmann & Co.  
ST. MARK, American ship, 1,861, D. W. Dudley, 7th Nov.—Manila 19th Oct., Ballast.—Master.  
STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.—New York 20th May, Kerosine Oil.—Standard Oil Co.  
WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept., Ballast.—Mr. F. W. Hall.  
WEST YORK, British bark, 756, N. S. Faister, 9th Nov.—Albion, W.A. 4th July, Sandal Wood.—Order.  
WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.—New York 7th May, and Rio Janeiro 11th July, Kerosine.—Standard Oil Co.

## HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, November 21st, 1899.  
Alacrity, dispatch-vessel, 1,725 tons, 6-pd. q. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Hongkong.  
Algerine, sloop, 1,350 tons, 6 guns, 1,100 h.p., Comdr. E. W. Slade, Hongkong.  
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wel.  
Bayleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Hon. S. C. J. Colville, C.B., Nagasaki.  
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, O.B., R.N., Shanghai.  
British, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wey, Shanghai.  
Centurion, 1st class battleship, 10,500 tons, 14 guns, 13,000 h.p., Captain J. R. Jellicoe, Hongkong.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. Winnington-Ingram, Shanghai.  
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. C. Chadwick, Shanghai.  
Fama, twin screw, torpedo-boat destroyer, 360 tons, 5,400 h.p., Lieut.-Com. W. J. Keyes, Hongkong.  
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.  
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.  
Hermione, 2nd class cruiser, 4,360 tons, 9,000 h.p., 18 guns, Capt. R. S. D. Cumming, Hongkong.  
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.  
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, Shanghai.  
Linnah, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Hongkong.  
Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Japan.  
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. P. S. St. John, Manila.  
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Wei-hai-wel.  
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Hongkong.  
Redpole, British gunboat, 805 tons, Capt. F. F. Haworth, Hongkong.  
Santipiter, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.  
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Fowchow.  
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.  
Tawced, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. H. E. Hillman, on the West River.  
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Wei-hai-wel.  
Victorious, British battleship, 14,000 tons, 32 guns, 12,000 h.p., Captain A. Schomburgk, Wei-hai-wel.  
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Fowchow.  
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 h.p., Lieut.-Comdr. E. Kelly, Hongkong.  
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.  
Woolcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.  
Woodcock, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangtze.  
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Italian.

Carlo Alberto, Italian cruiser, 7,000 tons, Capt. R. Calli, Shanghai.  
Etna, Italian cruiser, 3,530 tons, Capt. G. Serebrennikoff, on the Yangtze.  
Liguria, Italian cruiser, 4,500 tons, Captain Casella, Singapore.  
Piemonte, Italian cruiser, 2,800 tons, 12 guns, Captain Giuliani, en route Singapore.  
Stromboli, Italian cruiser, 4,000 tons, 36 guns, 6,252 h.p., Capt. C. Bregante, Hongkong.

## Miscellaneous.

Kaiserin Elisabeth, Austrian cruiser, 4,500 tons, 9,000 h.p., Capt. Julian, Singapore.  
Libertas, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.  
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Bethered, Manila.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

## The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakowlew, at Nagasaki.  
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.  
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrowsky, at Nagasaki.  
Dmitri Donskoy, Russian armoured cruiser, 5,993 tons twin screw, 34 guns, 7,000 h.p., Comdr. Chibrikoff, at Nagasaki.  
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.  
Gremiatshy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.  
Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.  
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Yenish, at Nagasaki.  
Nayazadn, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
Olwanz, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriano, at Nagasaki.  
Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Nidermiller, at Nagasaki.  
Rostis, Russian armoured cruiser, 12,200 tons, 14 guns, 14,500 h.p., Capt. Domojoroff, at Vladivostok.  
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.  
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
Sisoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Nagasaki.  
Stevch, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Chemo-mulpo.  
Vorosh, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Melchowsky, at Nagasaki.  
Vsanich, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulias, at Nagasaki.  
Zabata, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

## RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.  
Revel, 1st class, Russian torpedo boat, 65 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.  
Swadlow, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 1/2 knots.  
(1st and 2nd class.)  
Porci, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Janichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
Novorossis, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
Podorsnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Stik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Shorjil, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Southsea, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Seriata, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
Flagship of Vice-Admiral Alexieff.  
Flagship of Rear-Admiral F. V. Dubossouff.  
Flagship of Rear-Admiral Resouloff.

## THE FRENCH SQUADRON.

Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannitt, at Yokohama.  
Baudouin-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Capt. Ternet, at Gifu.  
Comte, French gunboat, 473 tons, 6 guns, 631 h.p., Capt. Simon, at Saigon.  
Desbarres, French protected cruiser, 3,985 tons, 36 guns 631 h.p., Captain Bernard, at Nagasaki.  
Eclairer, French cruiser, 1,608 tons, 15 guns, 2,408 h.p., Capt. Texier, at Along Bay.  
Inconstant, French cruiser, 891 tons, 8 guns, 850 h.p., Capt. La Seyne, at Chemulpo.  
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Fowchow.  
Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Annot, at Shanghai.  
Pascal, French protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motel, Hongkong.  
Pluvier, French despatch-boat, 545 tons, 4 guns, 500 h.p., Comdr. Vide, at Bangkok.  
Surprise, French gunboat, 627 tons, 10 guns, 860 h.p., at Saigon.  
Triumphante, French armoured cr., 4,700 tons, 24 guns, 4,400 h.p., Capt. B. de Broizel, at Saigon.  
Vauban, French flagship, 6,150, Capt. Boulet, at Haiphong.  
Vipre, French gunboat, 453 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.  
Flagship of Rear-Admiral Gigault de Bedollier.

## THE GERMAN SQUADRON.

Deutschland, German battleship, 8,400 tons, 38 guns, 5,360 h.p., Capt. Müller, at Hongkong.  
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Kioachow.  
Hertha, German cruiser, 6,000 tons, Capt. S. V. Usedom, at Hongkong.  
Illis, German gunboat, 10 guns, 1,600 h.p., Captain H. H. Luns, on the Yangtze.  
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obentemier, at Kioachow.  
Jaguar, German cruiser, Captain Kinderling, at Kioachow.  
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,000 h.p., Captain Gulich, at Shanghai.  
Moeve, German surveying vessel, 970 tons, Captain Merton, at Saimoa.  
Princess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kioachow.  
Flagship of Prince Henry of Prussia.

## THE AMERICAN SQUADRON.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Hongkong.  
Callio, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.  
Cassino, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.  
Celtis, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.  
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,066 h.p., Capt. Geo. W. Pigman, at Manila.  
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.  
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.  
Helen, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
Iris, U.S. distilling ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila.  
Mandalay, U.S. gunboat, 1,957 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.  
Mandchuk, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.  
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.  
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.  
Nashua, U.S. collier, Lieut. L. A. Kaiser.  
Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 14,111 h.p., Capt. G. F. Wilde, at Manila.  
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,09